

103 THE NATIONAL HIGHWAY SYSTEM AND ANCIL-
LARY ISSUES RELATING TO HIGHWAY AND
TRANSIT PROGRAMS

(103-54)

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The National Highway System and Anc...

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ARE THE

SUBCOMMITTEE ON
SURFACE TRANSPORTATION
OF THE

COMMITTEE ON
PUBLIC WORKS AND TRANSPORTATION
HOUSE OF REPRESENTATIVES

ONE HUNDRED THIRD CONGRESS

SECOND SESSION

FEBRUARY 24; MARCH 1, 3, 8, 10, AND 15, 1994

Volume IV of V

Printed for the use of the Committee on Public Works and Transportation



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BEFORE THE
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THE NATIONAL HIGHWAY SYSTEM AND AN- CILLARY ISSUES RELATING TO HIGHWAY AND TRANSIT PROGRAMS

THURSDAY, MARCH 10, 1994

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON SURFACE TRANSPORTATION,
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION,
Washington, DC.

The subcommittee met, pursuant to recess, at 10:02 a.m. in room 2167, Rayburn House Office Building, Hon. Nick Rahall (chairman of the subcommittee) presiding.

Mr. RAHALL. The subcommittee is meeting today to continue our series of hearings on the proposed National Highway System and ancillary issues relating to Highway and Transit Programs. Today's hearing is a continuation of the one conducted on Tuesday focusing on individual transportation projects that have been brought to the subcommittee's attention.

The Chair will lay the ground rules for the witnesses throughout the course of the day. All testimonies will be made a part of the record as if actually read. Witnesses are urgently requested to summarize within the five-minute period and realize that any extension of that period is only causing problems with witnesses later on into the day and into the evening. So we urge them to stick within that time frame.

The Chair recognizes the ranking minority Member, the gentleman from Wisconsin, Mr. Petri.

Mr. PETRI. Thank you, Mr. Chairman. As we continue our hearings on the National Highway System, our focus shifts from considering projects in the western part of the country to transportation projects located primarily in the Middle West.

I'd like to welcome our colleagues as well as the many others who have taken the time to travel to Washington to testify before the subcommittee today, and I'd have to say Middle West also means the Middle South.

Mr. RAHALL. Our first subcommittee witness is a distinguished Member of this body and good friend of ours, our dear colleague the Honorable Richard Baker from the State of Louisiana.

Richard, we welcome you to the subcommittee. You may proceed as you desire.

**TESTIMONY OF HON. RICHARD H. BAKER, A REPRESENTATIVE
IN CONGRESS FROM LOUISIANA**

Mr. BAKER. Thank you very much. I appreciate your courtesy, and I'll do my best to expedite my comments for you. I know you've had a number of days preceding this one, and this is to be another long one.

I'm speaking to a transportation need this morning in southern Louisiana around the State capital called Baton Rouge, which is also the location of an extensive chemical complex and manufacturing complex. There are several unique aspects of the problem I'm bringing to your attention this morning, not the least of which is the normal traffic congestion complaints made by any other Member, I'm sure, around the Nation in trying to meet pressing economic demands. But there are other elements to the request that I'm making for the interstate loop around the City of Baton Rouge which I think are worthy of some consideration.

First, unfortunately, Louisiana, and particularly the Baton Rouge area, has been regularly and repeatedly cited by the EPA as a non-attainment area, and one of the principal contributing reasons is the only interstate highway through the city goes through the downtown urban center, further aggravating those emission problems.

Second, we are painfully aware that, to my knowledge, this is the only interstate portion in the country where the interstate under design and completed construction goes down to one lane. If you've ever had the good fortune to visit our wonderful city, when you come over the Mississippi River Bridge, which is a marvelous structure, when you're headed to southbound traffic, you have four lanes of bridge traffic that, by design, narrows to one lane. It's been the source of repeated traffic accidents and other complications, and so the loop proposal we are asking the committee to authorize this morning would go to a great extent to remedy that existing problem.

Further, we are also repeatedly victimized by hurricanes across the Gulf, and there is not now an adequate provision for hurricane evacuation relief. The proposed loop would provide alternative mechanisms for individuals to escape the fury of those storms, which we know will return year after year.

Finally, there is an extensive corridor for transportation needs now from Mobile west, through New Orleans and Baton Rouge, on to Houston, which is a very high-density manufacturing/petrochemical corridor, and as a result, an extraordinary amount of relatively hazardous materials travels that highway system. This proposed loop would give alternate routes to divert those chemicals being transported through highly urbanized, densely populated areas to a much less risky and alternative routing.

For these reasons, from the EPA emissions to the hazardous materials concerns to the one-lane construction on the interstate at the bridge, we feel that we have a number of elements that make the request new and perhaps unique. Further, the community has itself already spent some \$200,000 on studies, together with a \$137,000 study authorized under Federal funding, shows the community support to do what is necessary to make it a reality.

Recognizing the constraints on committee funding and the huge number of requests that are likely to be made of you, the community and the State are certainly willing to advance whatever portion of funding may be a requirement to see this authorization proceed, and we are optimistic that under the best of circumstances, the community could spend no more than \$3 million over the next two-year authorization period toward the progress of this project.

With those comments in place, Mr. Chairman, I'll be happy to answer questions or yield back my time.

Mr. RAHALL. Thank you very much, Richard. I appreciate your being with us today and your timely submission of the information requested by the subcommittee.

The Chair has no specific questions and would be glad to recognize the gentleman from Wisconsin, Mr. Petri.

Mr. PETRI. This is the first step of what will no doubt be a long and massive undertaking, if it does move forward. Two new bridges across the Mississippi down in that area will be major undertakings in and of themselves, plus all the rest.

Mr. BAKER. Well, hindsight is always much more clear than visionary sight. It's just remarkable to drive across that huge, very expensive bridge and come down to one lane of traffic. No one can explain to me how it happened, but here we are, and so this is our only alternative. We've engineered every way possible to try to figure out how to redesign it, and, frankly, this is the only logical alternative that's available. And you're right, it will be a multiyear, long-term project if we are successful in initiating it.

Mr. PETRI. Thank you.

Mr. BAKER. Thank you very much.

Mr. RAHALL. The Chair recognizes our distinguished full committee Chair, Norman Mineta.

The CHAIR. I don't have any questions of our fine colleague, Mr. Baker, other than thanking him for making the presentation here as well as the submission in response to your inquiries on this subject. So, again, thank you very much.

Mr. BAKER. Thank you, Mr. Chairman.

Mr. RAHALL. The subcommittee will now hear from a panel including our distinguished colleague, the Honorable Rod Grams, and he will introduce the Honorable Mayor Elwyn Tinklenberg from the City of Blaine, Minnesota.

Rod, we welcome you to the subcommittee, and you may proceed as you desire.

TESTIMONY OF HON. ROD GRAMS, A REPRESENTATIVE IN CONGRESS FROM MINNESOTA; AND HON. ELWYN TINKLENBERG, MAYOR, CITY OF BLAINE, MN

Mr. GRAMS. Thank you very much, Mr. Chairman, Mr. Petri, and Members of the subcommittee. Thank you very much for giving us this opportunity. Thank you for allowing me the opportunity to appear before you today to present this statement which is in support of Minnesota's Trunk Highway 610 Crosstown project.

Now, accompanying me today, as you mentioned, is Mr. Elwyn Tinklenberg, who is the Mayor of the City of Blaine, Minnesota, a community adjacent to the planned highway, and on behalf of Mayor Tinklenberg, the citizens of the 6th Congressional District

of Minnesota, and the entire Twin Cities metropolitan area, again we want to thank you for the opportunity to testify today.

We come before you this morning seeking your support of a \$36 million authorization for this long awaited intermodal transportation facility and its inclusion as part of the National Highway System. In an effort to minimize the subcommittee's time, I will keep my remarks brief, and I ask that my prepared statement be entered into the record of today's hearing as well.

I do want to take this opportunity again to extend my thanks and congratulations to the committee for the foresight that it has shown by including Trunk Highway 610 in 1991's landmark ISTEA legislation. Your support of this project recognized and affirmed the objective of providing the citizens of the communities immediately north of Minneapolis, known as the North Metro area, with a four-lane restricted access intermodal transportation facility serving as an east-west corridor, which will be linking Interstate 35-W in Mounds View, its eastern terminus, with Interstate 94 in Maple Grove on the west. My prepared statement includes a map this morning showing the relationships of these communities, the two interstates, and the alignment of Trunk Highway 610, the Crosstown.

Now, the funding request I make of the subcommittee today is to provide funding for completion of the first or the eastern-most portion of the facility, and design and engineering and the initial construction for the second portion. Approval of this request will help ensure the next phase of this project will continue unimpeded and that any delays in enacting the successor to ISTEA will not delay completing this project.

As the committee correctly recognized during the ISTEA process, the 860,000 current citizens of the North Metro area will be well served by the completion of the intermodal transportation facility. At present, more than 70 percent of the labor force in the areas commute to and from their workplace every day, placing significant burdens on the area's current transportation system.

Now, as evidence of the high degree of local support of this project, a formal organization has been assembled to help ensure its completion, and Mayor Tinklenberg is an active member of this organization, and, again, he is here with us today in part on its behalf. The organization has played a central role in coordinating this project over the past eight years.

My prepared statement also includes a list of the communities and of local governments comprising this organization, again, known as the North Metro Crossing Coalition. These participating communities and local units of government have been responsible for providing much of the initial funding for this project as required and continue to work with the State of Minnesota to try and ensure that necessary matching funds will be available.

These communities have dedicated themselves to this project, because they realize that Trunk Highway 610 Crosstown will become the backbone of economic growth in the State of Minnesota. The completed facility will achieve this status by virtue of connecting key sectors of the Twin Cities with the St. Cloud and Duluth metropolitan areas. These two areas and the resulting corridor are the fastest growing in all of Minnesota. The Trunk Highway 610 Cross-

town project will provide important links and conductivity between employment, marketing, and worker concentrations in the North Metro area and the growth already under way in the interregional corridor.

In addition to the immediate economic benefits of this project, the completed highway will offer a unique opportunity to utilize a coordinated flexible network of complimentary forms of transportation, moving people and goods in an effective and energy-efficient manner at both ends of 610 Crosstown. They will intersect major interstate highway systems. They can be designed to function as intermodal hubs of appropriate forms of transportation—in other words, transit highways, as well as the long-haul truck local distribution systems already operating at the east end of this corridor.

These are but a few of the benefits that completion of the 610 Crosstown will provide to the local citizens, which are being designed now into the project.

In conclusion this morning, and on behalf of Mayor Tinklenberg and myself, I wish again to thank you and the Members of the subcommittee for the opportunity to present this statement on behalf of my constituents and the 610 Crosstown project, and I hope this morning you will agree with me that this is a project which can become a model for other intermodal transportation facilities throughout the United States.

Mayor Tinklenberg and I will be pleased to respond to any questions that you or your colleagues may have this morning.

Thank you.

Mr. RAHALL. Mayor, do you wish to make a statement?

Mayor TINKLENBERG. Mr. Chairman and Members, only to the extent that I wish to communicate the support of the local communities to this project. We've been working on it for a number of years. The communities along the corridor have been able to hold open the corridor alignment, and all of the communities support it.

We have, as Congressman Grams indicated, about 26 communities who are part of this project, about 860,000 residents, all working together with the State legislature, with local chambers of commerce, all unanimous in their support of this project as the number one transportation priority in our community.

Again, I wish to thank you for the opportunity to appear before you.

Mr. RAHALL. Thank you. As I understand it, this is not on the recommended NHS mileage submission by the Department of Transportation. Is that correct?

Mayor TINKLENBERG. Mr. Chairman, yes, that's correct. We have been working with the Minnesota Department of Transportation, which has indicated that as soon as construction is under way, it will be included. They have it on the corridor listing, and it will be included on the NHS system as a part of their recommendation.

Mr. RAHALL. It will be included in a revised submission from your State to the Secretary?

Mayor TINKLENBERG. Yes, Mr. Chairman.

Mr. RAHALL. Okay. Thank you. I have no further questions.

Mr. Petri.

Mr. PETRI. I was just going to ask if it has the support of the State of Minnesota.

Mr. GRAMS. Very much so. It has long been a key project for the Twin Cities area, and especially the northern suburbs of the Twin Cities, and I think, as the Mayor has indicated, the communities involved are also very strongly supportive, because all the growth has been patterned around this new corridor, so the corridor has been left open over these years to provide that there will be an area for this highway to be built. So it's been a great interworking among all the communities, and the State and the legislators have very strongly supported this project as well.

Mayor.

Mayor TINKLENBERG. Mr. Chairman, Congressman Petri, that's true. The State of Minnesota has indicated it in the original submission as the number one new construction priority for the State. There will be correspondence from the Department of Transportation for the State of Minnesota indicating their ongoing support for this project and commitment to its completion.

Mr. PETRI. Sooner rather than later, I think.

Mr. RAHALL. The gentleman from California, Mr. McKeon.

Mr. McKEON. No questions, Mr. Chairman. I would just like to say that I'm happy to see Mr. Grams here, one of our strong Members of our freshman class. The only sad thing is he'll be leaving us next year to serve in the Senate.

Mr. GRAMS. Thank you, Mr. McKeon.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you very much, Rod. Thank you, Mayor.

We're now scheduled to hear from a panel of our colleagues, the Honorable Jim Ramstad and the Honorable David Minge. Neither are here. We'll keep moving on with the schedule until we find somebody here. Our colleague Ray Thornton is not here yet.

Is anybody here who is on one of the panels coming up?

The CHAIR. If not, we could have Mr. Tucker's office make a presentation to us.

Mr. RAHALL. Let it be known the subcommittee will entertain testimony from the first individual that arrives.

The CHAIR. Well, Mr. Chairman, it looks like maybe we've just saved ourselves a lot of money. If they're not interested in being here to testify on their own projects, I think we're ready to save some money here.

The REPORTER. I heard there was an accident on the 14th Street Bridge that really has traffic tied up.

Mr. PETRI. That could be, because there was supposed to be a vote, too, at 10:00, and they may have decided not to have it because of that.

The CHAIR. We'll send the subcommittee Chairman out there to investigate the matter. [Laughter.]

Mr. RAHALL. We understand there are some traffic problems here within the beltway, which is par for the course, and so a few of our colleagues are not here on time, so we'll proceed to hear from the Arkansas panel that is here. We'll hear from them ahead of schedule.

The subcommittee welcomes at this point a dear colleague of ours and good friend and a good leader from the State of Arkansas, the Honorable Ray Thornton.

Ray, we will recognize you for an opening statement, and then you may proceed to introduce your guests.

TESTIMONY OF HON. RAY THORNTON, A REPRESENTATIVE IN CONGRESS FROM ARKANSAS; AND HON. DAVID KINLEY, MAYOR, CITY OF CONWAY, AR, ACCOMPANIED BY WES LOWDER, PRESIDENT, THE MEHLBURGER FIRM, INC.

Mr. THORNTON. Thank you very much, Mr. Chairman. I'm delighted to have the opportunity of being here today with not only the Mayor, but all of the councilmembers of the City of Conway, Arkansas, and some other supporters of this project. I would like to ask, Mr. Chairman, that my prepared statement and the prepared statement of the Mayor be introduced into the record so that we may speak more briefly and respond to any questions that the committee might have.

Mr. RAHALL. Without objection, your prepared statements will appear in the record.

Mr. THORNTON. Thank you very much, Mr. Chairman.

Mr. Chairman, the fastest-growing city in Arkansas is Conway, Arkansas. It's about 30 miles north of Little Rock. It is a focus of education and enterprise. There are three colleges located within the city. Its dynamic growth is restricted geographically by a mountain ridge to the south and one to the north, and the city is growing to the west at a rapid pace.

But the growth of the city has led to some difficult consequences. The interstate highway, which connects the City of Little Rock to Fort Smith, to Oklahoma and points west, is a very busy artery. It is also used as an artery for commerce and enterprise within the city, so in rush hours, the traffic backs up onto the interstate and blocks the through travelers. If I may point out on the map, the existing interstate runs from Little Rock toward Fort Smith and has three ramp interchanges in this area. Traffic backs up at each of these interchanges onto the interstate and blocks through traffic for extended periods of time. The growth pattern of the city, as I mentioned, is to the west.

The proposed limited access highway which the city wants to bring to your attention would circle to the west and to the north and provide relief for the interstate facility. It's been approved with enthusiasm by the city, it's been approved by the State, and I would like at this time to yield to Mayor Dave Kinley for such statements as he may wish to make in support of the project.

Thank you, Mr. Chairman.

Mayor KINLEY. Thank you, Congressman Thornton.

Mr. Chairman, committee Members, we do thank you for this opportunity to present this project that is so important to our community and our State. This project is of paramount importance for several reasons.

Mr. Chairman, I attended some of your hearings on Tuesday just to get a flavor or a feel for your hearings, and I listened to some of the testimony. It seemed that a lot of our cities across the Nation have large problems with infrastructure, and they're associated with other problems, such as loss of industry, et cetera.

I'm here to tell you today, Mr. Chairman and committee Members, that Conway, Arkansas is very fortunate. We are not experi-

encing those sorts of problems. Our problems are just the reverse. A lot of good things are going on in Conway. Our industrial base continues to grow, our population is growing at the fastest rate of any city in the State of Arkansas, and along with that growth comes the need for infrastructure.

The citizens of Conway are very much supportive of this project. Just to give you an example, Mr. Chairman, of the support of our citizenry, within the past three months citizens of Conway voted to tax themselves once again with a half-cent local option sales tax, committing those dollars to bond issues for infrastructure needs. The largest portion—approximately 60 percent—of those dollars that will be created from this bond issue will go to address our traffic needs. We're addressing the streets, the byways throughout the city. All that work will really be to little avail without the creation of this bypass.

To show the support that our citizenry has for this project, Congressman Thornton mentioned that I have with me my entire city council from the City of Conway. I also have with me the CEO of the chamber of commerce and the publisher of our local newspaper. So the community support is there, and our citizens are just crying out for addressing traffic, traffic, traffic. This is a way of doing that.

As the Congressman pointed out—and I don't want to be redundant—Interstate 40 is beginning to break down. We have a large number of accidents at each of those three intersections which were designed and built in the 1950s. We are living in the past when it comes to that particular interstate through our community.

I have also brought with me today Mr. Wes Lowder, who represents the engineering firm that the city has engaged, The Mehlburger Firm, which has done the preliminary design work on this corridor study, and he will be available to help answer any of the technical questions that might come from this committee.

At this point, I think it would be appropriate for me to say thank you very much for allowing us to put our plan on the table, place before you the request that we have in the form of the written testimony, and ask for the questions that we might address on this project.

Mr. RAHALL. Do you wish to make any statement?

Mr. LOWDER. There are a few points I think I could add, Chairman Rahall, Members of the committee. If you'll turn your attention to the map, there are several physical constraints that the City of Conway also has to contend with.

To the south, there is Round Mountain, and Round Mountain rises several hundred feet above the terrain where the city itself lies. To the west and just off the map lies the Arkansas River, which provides navigation to the State of Arkansas and also up into Oklahoma. The bypass will be an intermodal facility. The city owns 400 acres, which has a natural slack water harbor. An airport is planned at the southeast corner of the map. To the north is Cadron Ridge, which is an unusual geologic formation, and it rises approximately 300 feet above the city and essentially prevents the city from expanding to the north.

Route 286, which is the first interchange coming from south to north, goes through the city and crosses the Arkansas River. It is

the only way to get across the Arkansas River for 40 or 50 miles both to the north and to the south, so there is a large segment of Arkansas that cannot get to the interstate except currently going through the City of Conway.

To the east, of course, is the interstate, and most of the development that is occurring in the city is occurring to the west. So currently, with only the three interchanges that are in place, the only way to get to this expanding area of the city is through the city, along with all the traffic coming across the river and trying to get to the interstate.

We have worked with both Federal and State officials for several years, almost a decade, to bring this project to this point.

I believe I have made most of the crucial points with that and would be willing to answer any technical questions.

Mr. RAHALL. Thank you, gentlemen, for your testimony. Let me say that you have very effective leadership on this project from Ray Thornton, our colleague, who has visited personally with me. In addition, I had a personal call yesterday from a Member of that other body, Dale Bumpers, expressing his support, knowing full well of your testimony today.

I have just one question, and I guess it's kind of a softball question, you might say. You said traffic now going north-south is all coming through the city? What is happening to that traffic without this corridor?

Mr. LOWDER. Without this road being built, the traffic must funnel through the city, even traffic to the city's landfill, which is on the north side of Cadron Ridge. All of the garbage trucks have to funnel from the west side of town through the city and come around through the only pass through Cadron Ridge, which is at the last interchange to the north.

Did I answer your question?

Mr. RAHALL. Yes, you did. Thank you very much.

Mr. Mineta?

The CHAIR. Thank you very much, Mr. Chairman.

Let me, Mr. Mayor, just ask, because you were talking about your 30 percent growth in the last decade or so, what's the population of Conway?

Mayor KINLEY. Today it's estimated at 33,000.

The CHAIR. And you're still growing at about a 5 percent growth rate?

Mayor KINLEY. A 5 percent growth rate per year, approximately 25 percent growth over the last five years.

The CHAIR. Well, I can well appreciate the kind of growth you're experiencing there. I served one term as mayor, and in the four years that I was mayor of San Jose, we went from 400,000 to 570,000.

Mayor KINLEY. That had to be a result of good government in your community, I can assure you. [Laughter.]

The CHAIR. How much was it you were asking for? [Laughter.]

Let me ask about that funding. The sales tax that you say residents of Conway or the county voted for in this instance will be going toward what?

Mayor KINLEY. It will be going to our existing traffic needs throughout the city and to tying the bypass to the existing interstate system.

The CHAIR. And of the amount that you're requesting—as I understand it, this is about an \$88 million project all together?

Mayor KINLEY. It's been estimated, sir, at \$50 million to \$75 million; \$50 million if it's built as a divided highway with at-grade crossings. If it's built to interstate standards, it's been estimated at \$75 million.

The CHAIR. And the 20 percent share would then be coming from the State?

Mayor KINLEY. That is our understanding, yes, sir. We have been working in concert, in a partnership arrangement, if you will, through our metropolitan planning organization, on which I serve as vice president, and with the State of Arkansas. We've been working in concert with the State since 1984 on this project, and we're now literally to the point of choking on our traffic problems.

The CHAIR. I take it that it's part of the capital improvement program of the State of Arkansas.

Mayor KINLEY. Yes, sir.

The CHAIR. Well, again, let me thank you for your very fine presentation, and as Chairman Rahall has indicated, your Member of Congress—in sports they say we play zone or man to man, and there's no question that Ray Thornton plays man to man. He's on us.

So, again, let me thank our colleague, Ray, as well as you, Mr. Mayor, for your presentation, as well as all of your colleagues from the city council for taking the time from their own busy schedules to be up here and be part of this presentation. Thank you very much.

Mayor KINLEY. Thank you. Mr. Chairman, committee Members, thank you so much for taking the time to hear us.

Mr. THORNTON. Thank you very much, Mr. Chairman, Mr. Mineta.

Mr. RAHALL. Thank you and your city council and newspaper publisher, who have made the effort to be with us today.

The subcommittee will now hear from a panel consisting of two of our colleagues, the Honorable Jim Ramstad and the Honorable David Minge.

Jim and David, we welcome you to the subcommittee. We have your prepared testimony. You may proceed as you desire.

TESTIMONY OF HON. JIM RAMSTAD, A REPRESENTATIVE IN CONGRESS FROM MINNESOTA; AND HON. DAVID MINGE, A REPRESENTATIVE IN CONGRESS FROM MINNESOTA

Mr. RAMSTAD. Thank you, Mr. Chairman, Chairman Mineta, and Members of the committee. I very much appreciate the opportunity to testify today on Highway 212, which runs through Minnesota's 2nd District, represented very well by my colleague David Minge, and the 3rd Congressional District, which I represent.

This highway, U.S. 212, is a major farm-to-market arterial highway which links agricultural southwestern Minnesota with the Minneapolis-St. Paul metro area. Within the metro area, 212 is a major commuter highway for persons living or working in the very

rapidly developing southwestern suburbs, Mr. Chairman, which I represent.

Highway 212 has been identified for inclusion in the proposed National Highway System by the Minnesota Department of Transportation. It's been authorized to receive Federal demonstration project funds in the past. Improvements to this highway have been planned for at least 40 years, and several studies, commissions, and task forces have recommended that these improvements be undertaken.

Today, Mr. Chairman, the cities along the highway are unified in their strong support of this project. They've contributed funds to conduct an environmental impact statement, which was completed last year. They've agreed on the highway alignment. They've adopted an official map protecting the right-of-way from development. And they've already acquired substantial portions of the right-of-way in several communities.

The existing Highway 212 consists of a two-lane roadway, with small portions of four-lane highway located in the southwest metro area. The eastern terminus of this so-called Southwest Corridor is Interstate 494. The proposed new Highway 212 is located primarily in rapidly growing suburbs that are experiencing traffic levels already exceeding capacity and projected to get worse and worse every year. In fact, during the 1980s, the population of the corridor's three largest cities grew from 27,000 to almost 63,000, an increase of 130 percent in the population. This population explosion was also accompanied by a 132 percent growth in the area's non-farm employment.

The Metropolitan Council, which is the metropolitan planning organization under the Intermodal Surface Transportation Act, projects that population and job growth in these three cities—again, in the Southwest Corridor—will continue at above average levels until at least the year 2010. It's crucial, Mr. Chairman, that we respond to these trends and reduce the heavy burden placed on the existing highway before it's too late.

The Highway 212 project, for which a \$12 million authorization of demonstration project funding is requested, is composed of the following: 18 miles of new roadway construction that's estimated to cost \$110 million; it's scheduled as part of Minnesota's transportation improvement plan to be constructed in four segments, Mr. Chairman, beginning in 1997; it's designed for intermodal use and includes a major transit hub, an important component, since the Southwest Metro Transit Commission reported a ridership increase of 242,000 people in the seven years from 1986 to last year; it's designed to incorporate Intelligent Vehicle Highway System technology—IVHS technology—and as a proposed four-lane to six-lane limited access expressway, it could incorporate new toll collection technology as part of a public-private financing partnership.

To emphasize that last point, Minnesota is well known for its public-private partnerships. Since 1988, the Southwest Corridor Transportation Coalition, which is a non-profit corporation of businesses, local governments, and concerned citizens, has been very instrumental in the progress of the Highway 212 project, and this coalition contributed more than \$250,000 for the widening of a related highway. It also contributed \$150,000 to fund the Highway

212 project's environmental impact statement. It's also initiated discussions with the Minnesota Department of Transportation and a private toll road company regarding the possible implementation of toll road financing for Highway 212.

In conclusion, Mr. Chairman, Members of the committee, I believe that this project will provide several important benefits which, when completed, makes it worthy of your strong consideration. First, we must improve the essential connection between southwestern Minnesota and the entire Minneapolis-St. Paul metro area. Second, it will reduce congestion, conserve energy, and improve travel time. Third, we need to make this a safer roadway. Mr. Chairman, currently the accident rate on this highway is three times higher than the State average for comparable roadways. Finally, it will enhance business and industry activities. One study by our Department of Trade and Economic Development showed that a new Highway 212 would create as many as 1,500 new jobs.

Again, thank you, Mr. Chairman, Members of the committee, for allowing me to testify on this very important project, and I'd be happy to respond to any questions.

Mr. RAHALL. Thank you, Jim.

David.

Mr. MINGE. Thank you. I would simply like to echo what Congressman Ramstad has said about the Highway 212 project and emphasize that it serves an area of approximately 15,000 square miles to the west of Minnesota, portions of which already have four-lane divided highway construction, and that there exists a bottleneck situation at this location.

I would like to shift your attention to Highway 169 and what's called the Shakopee Bypass. I believe you each have at your table a yellow colored map, which represents the southwestern portion of the State of Minnesota. If you look at the upper right-hand corner, that's Minneapolis and St. Paul. The entire traffic from southwestern Minnesota into Minneapolis, which represents the yellow shaded area of your map, goes ultimately through the City of Shakopee. This has been a bottleneck situation for probably 50 years.

I remember as a boy growing up in the southwestern portion of Minnesota driving on highways, and suddenly being in the middle of this little city, and there would be a line of cars sometimes several blocks long waiting to make a left-hand turn.

This committee and the Federal Government have participated in building what's called the Bloomington Ferry Bridge. This bridge is now under construction across the Minnesota River. It enables traffic from approximately 20,000 square miles in southwestern Minnesota, northwestern Iowa, and South Dakota to move across the Minnesota River and the Minnesota River Valley on expressways. Unfortunately, the connecting link between the four-lane divided highway to the south of Shakopee and this new bridge has not yet been completed. What we need to do at this time is to complete that link around the southern side of the City of Shakopee so that the four-lane divided highway that exists for approximately 120 miles down into southwestern Minnesota is linked with this new bridge.

Essentially what we have is freeway standard construction of 120 miles of highway, and we have a freeway standard bridge across the Minnesota River Valley, but we don't have a connection between the two. It's that connection which is the Shakopee Bypass, and it's that connection that I am recommending for inclusion in your bill.

I'd be happy to answer any questions. All I can say is that everything that one says about highway construction is certainly applicable here—accidents, congestion, and slowdown of the movement of goods, people, grain, manufactured goods. It ranges the whole course. So without belaboring these points, I would simply like to summarize them in that fashion and direct your attention to the prepared statement which was submitted earlier.

Thank you.

Mr. RAHALL. Thank you, gentlemen. I appreciate your being with us today and your timely submission of the requested information on these projects.

Does the gentleman from Arkansas have any questions?

Mr. HUTCHINSON. No questions, Mr. Chairman.

Mr. RAHALL. Does the full committee Chairman, Mr. Mineta, have any questions?

The CHAIR. No, other than to thank our colleagues Mr. Ramstad and Mr. Minge. Thank you very much.

Mr. RAMSTAD. Thank you.

Mr. MINGE. Thank you.

Mr. RAHALL. Do any other Members of the subcommittee have questions? Mr. Lipinski? Mr. Nadler? Mr. Laughlin?

[No response.]

Mr. RAHALL. The gentleman from Pennsylvania, Mr. Clinger? Sorry, I didn't see you down there.

Mr. CLINGER. No questions, Mr. Chairman.

Mr. RAHALL. Thank you, gentlemen.

Our next panel doesn't appear to be here at this moment, but the Chair does see that our distinguished colleague from the State of Indiana, the Honorable Jill Long, is present.

So, Jill, why don't you come forward. I understand Stephen Buyer is not here yet. But since you're here, Jill, we'll proceed to hear from you. We're happy to have you with us.

Ms. LONG. If I testify early, does that improve my chances of getting funding? [Laughter.]

Mr. RAHALL. You'll have to ask Chair Mineta that question. You may proceed as you desire, Jill.

TESTIMONY OF HON. JILL LONG, A REPRESENTATIVE IN CONGRESS FROM INDIANA; AND HON. STEPHEN BUYER, A REPRESENTATIVE IN CONGRESS FROM INDIANA

Ms. LONG. Thank you, Mr. Chairman. I will not read my entire testimony, but I am here, and as you indicated, Mr. Buyer from the 5th Congressional District in Indiana is going to be here as well. We are here to express our support for funding for improving Highway 24, which is known as the Hoosier Heartland Industrial Corridor.

This particular highway stretches on the east from my congressional district, across Congressman's Buyer's district, and it contin-

ues to Lafayette, Indiana in the west into Congressman John Myers' district. It is an important link between cities and small towns throughout the heart of north central Indiana, and it's important for agriculture, for farmers, industry, freight carriers, and motorists in general. Also, it links a good part of the State with Purdue University, and we have a number of young people traveling this highway on a regular basis back and forth between their hometowns and Purdue.

In 1991, I'm sure you recall that the subcommittee and the full Committee on Public Works and Transportation recognized the importance of this roadway, and you included a \$9.5 million authorization level in ISTEA, the Intermodal Surface Transportation Efficiency Act. This funding has been very, very helpful to the State of Indiana and the Indiana Department of Transportation. It helped us to complete a cost-effective construction plan.

You may also recall that Governor Evan Bayh has designated Highway 24, this widening project, as one of the State's top transportation priorities. Nevertheless, there is a funding shortfall that is going to occur. There's a \$3.5 million balance for continuing this project, and \$7 million more in ISTEA funds is anticipated through 1997. In addition, the Indiana Department of Transportation plans to continue providing funds for this project in order to keep it on schedule. However, by the time it's completed, we will need about \$100 million in total worth of construction, and we will be ready for that sometime between 1995 and 1997.

Mr. Chairman, the smaller cities and towns that lie in between Fort Wayne and Lafayette have been adversely affected by the inaccessibility created by the underdeveloped portions of this roadway. Some are already four-lane, but there are sections of it that are still two-lane and winding and hilly, and it's been difficult for these communities to engage in as effective economic development as they would otherwise.

In addition, we do have safety concerns because of the large number of young people that travel this route back and forth to the university. As I said, much of the highway is hilly and curving, and when you consider that there is a lot of farm machinery as well as trucks and heavy commercial vehicles, that increases the potential hazards. The Indiana Department of Transportation projects a 50 percent reduction in traffic accidents and nearly 50 fewer injuries and/or fatalities per year when this project is completed.

I believe that this project will truly contribute to the Nation as a whole. A four-lane highway stretching throughout the north central portion of Indiana would provide travelers, commercial freight carriers, and others a much more efficient means by which to travel to destinations along the route and elsewhere.

Mr. Chairman and Members of the committee, I recognize that you have a very, very difficult task facing you with all of the budget constraints. Given the commitment that the State of Indiana has made to this project and given the significance that it has, I do believe this is one of the projects that is worthy of your funding, and I thank you for your consideration and would be glad to answer any questions.

Mr. RAHALL. Thank you very much, Jill, for your testimony. This is truly a cool project, I guess is the best way to describe it, and

we're glad to hear about the strong support that it has from the State and your Governor, and about the wisdom that this committee had in the past to authorize funding in ISTEa. I have no specific questions.

Does the distinguished full committee Chairman, Mr. Mineta, have any questions?

The CHAIR. Only to thank you for your presentation. But let me ask, the amount that we authorized in ISTEa, do you know what that has been used for?

Ms. LONG. I believe that I do. Let me check and make sure I'm accurate. Much of what has been utilized has been in the 5th Congressional District, and Mr. Buyer can answer the question probably in greater detail, but the original design for the project as well as the beginning construction—

The CHAIR. I see our colleague Mr. Buyer has also arrived. Mr. Chairman, do you want to go ahead and have Steve proceed with his testimony? Why don't you go ahead.

Mr. BUYER. Thanks, Mr. Mineta. Thanks, Mr. Rahall. Thank you, gentlemen. I appreciate being here with my colleague Congresswoman Long of Indiana. It's important for all of you to understand that this is a project that has tremendous bipartisan support in the State of Indiana through all the communities all along the corridor.

If I may, I'll get up and move over here to the map of the State of Indiana. The Corridor cuts across 100 miles between Indianapolis, that's in the middle of the State, up to South Bend, that's up here. This is the only major corridor—actually roadwork—that's going to cut east-west across Indiana.

In this part of Indiana, there's a tremendous amount of small manufacturing, there's a lot of small auto parts manufacturing, agricultural services. The cities between Lafayette and Fort Wayne demographically are diminishing in population. So not only is the four-lane corridor very, very important to the demographics, the well-being, the economic rural health of this area of the State, but it's also very important to the transportation infrastructure of this part of Indiana.

That is well understood by people in Indiana, of all communities—you could move from community to community, jump from a Democrat mayor to a Republican mayor to a Democrat mayor to a Republican mayor to a Democrat mayor. It is supported by the Democrat Governor and myself and Jill Long and Congressman Myers. It's a project that truly is ready to go. We hear a lot of testimony from our colleagues that come and say, "Well, here's a good project. We need it because of this congestion or that congestion." This is a project that is truly ready to go. If the Governor of Indiana were here today, he would testify, I'm sure, to the committee that if you were to fund it, they're prepared to put in their 20 percent.

This would be the corridor. Here's Fort Wayne, this is Lafayette, Indiana. This is the present corridor. This area right here, gentlemen, from Logansport to Lafayette, is not under construction, and only recently the Department of Transportation just authorized a \$750,000 economic feasibility study for this section of the highway. This will be the most difficult portion of the Hoosier Heartland

Corridor because of the lay of the land. People think of Indiana as that flat farm country, but this is the Wabash Valley Basin, which is very rolling and which does have safety problems and congestion as it moves to Lafayette.

This portion is complete, and it has the four lanes. The Huntington to Fort Wayne are in the land acquisition process in this here.

Part of the monies—when I walked in, someone asked the question what part of ISTEA is being used—Mr. Mineta, you asked the question what is being used. Part of that is not only in the purchasing of land, but they're building a bridge across the Wabash River between Peru and Logansport, so pretty soon we're going to have a nice bridge across the Wabash and not a road on either side. So I guess if you want to come out to Indiana and go fishing off our beautiful bridge, you can do that. It would sure be nice to link that up from Peru to Logansport as we get to work on the other sections.

So, gentlemen, in summary, this project is a priority project for the State of Indiana. It's needed for the economic development and the well-being of tying in the metropolitan areas of Fort Wayne to Lafayette. It also has congestion in certain areas and safety because of the lay of the land and how it winds around some of the Wabash Valley Basin. It enjoys the broad bipartisan support from the local communities and the State delegation here in the Congress and our two Senators, and most importantly, gentlemen, it's a ready-to-go project.

Whatever dollars necessary, I urge the committee to authorize this project in such a manner that its progress will continue so it can contribute to the goals of the National Highway System.

We appreciate the opportunity to testify before you today.

Mr. RAHALL. Thank you, Steve and Jill.

The Chairman has just reminded me not to feel bad about a bridge with no roads on either side. Sometimes we get requests for bridges, and the Chairman has had to remind his colleagues, "Well, there's no river there," and they say, "Well, we'll get that a couple years later." [Laughter.]

Ms. LONG. We can do that, if you want us to.

Mr. RAHALL. Let me recognize the acting ranking minority Member, Mr. Hutchinson.

Mr. HUTCHINSON. I just thank you for your testimony. I don't have any questions, but it's very good. We appreciate you coming and testifying today about the need for this.

Mr. BUYER. Thank you.

Mr. RAHALL. Chairman Mineta, any further questions?

The CHAIR. No questions, Mr. Chairman.

Mr. RAHALL. The gentleman from Texas, Mr. Laughlin, is seeking recognition.

Mr. LAUGHLIN. Thank you, Mr. Chairman.

Ms. Long or Mr. Buyer, one of you may be able to respond to this, but I'm curious about the I-69 highway that's been discussed from Indiana to Mexico. Does it tie in any way with this project you're here testifying about today?

Ms. LONG. To my knowledge, there wouldn't be a direct tie-in, because that section of 69 would be in the southern part of Indiana, whereas this is in the northern part. However, U.S. Highway 24

does connect with Highway 69, so there would be that indirect—in terms of infrastructure, there is that indirect relationship. The two projects, however, I would consider independent projects.

Mr. BUYER. You can see this map here of Indiana. Highway 69 comes from Fort Wayne here to Indianapolis. The Hoosier Heartland Corridor cuts across in this direction. It would link up, as Jill says, to 69 over here. Highway 69, the part from Indiana that Mr. McCloskey is seeking support for, is linking up going through Evansville, cutting across here.

I-65 cuts across southern Indiana, down to Louisville this way, and it has tremendously helped that part of southern Indiana. The Hoosier Heartland Corridor has tremendous support in this area, gentlemen, which is filled with a lot of small auto manufacturers, like Chrysler, and many, many other businesses—Gencorp, EE Corporation, Federal Mogul, Delco Electronics, which stamps-out transmissions. It would tremendously support the movement of transportation east and west. I-69 runs north and south.

Mr. LAUGHLIN. What was the most northern city you pointed to that was the apex or the beginning of the 69 project?

Ms. LONG. Indianapolis.

Mr. BUYER. It would be from Indianapolis to Evansville.

Mr. LAUGHLIN. But I thought you ran it north.

Mr. BUYER. I-69 goes through Fort Wayne and stops in Indianapolis right now.

Mr. LAUGHLIN. Well, the reason I ask about it, I've been supportive of that project. It connects the important part of the Midwest of the United States in a heavy industrial area to a port of entry to the United States and Texas, not in my district, but the highway for the most part runs through my district, and part of it is already at interstate standards. So we're not talking about a lot of concrete or road improvement in my district. But I want to get some idea of the relationship with the project you're talking about.

Ms. LONG. They're in separate parts of the State, but Interstate 69 is now in the northeastern part of the State, and it has been completed for a number of years in that part of the State, and 24 and 69, the Hoosier Heartland Industrial Corridor that we are seeking additional funds for, that does connect with Highway 69.

From a national infrastructure standpoint, I believe that what Mr. McCloskey is requesting has significant value because of the terrain and such in the southern part of Indiana. In order to link southwestern Indiana with the central part of our State, and then also southwestern Indiana with States further south, an interstate highway system makes tremendous sense.

Mr. BUYER. The Governor, Greg, has given both projects top priority in the State of Indiana.

Mr. LAUGHLIN. But I-69 is not a highway just to benefit Texas or Indiana, if you look, and I'd encourage your support for that also, because Laredo at the port of entry has the largest volume of imports out of Mexico into the United States and vice versa, exports from the United States to Mexico. It's on what we in Texas call I-59, but it's the same thing, connecting the Nation's fourth largest city and, in some respects, the Nation's largest port by tonnage with the Midwest and the area that each of you represent.

Ms. LONG. Mr. Laughlin, that project already has my support. I'm not on a committee that has jurisdiction, but I am very supportive of that.

Mr. LAUGHLIN. Thank you. Mr. Buyer, I hope we have your support also.

Thank you, Mr. Chairman.

Mr. BUYER. Mr. Chairman, I have a statement I'd like to submit for the record.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

The gentleman from Illinois, Mr. Lipinski?

Mr. LIPINSKI. No, I have no questions.

Mr. RAHALL. The gentleman from New York, Mr. Nadler.

Mr. NADLER. No.

Mr. RAHALL. Thank you, Jill, Steve.

The subcommittee will now hear from a panel including our colleague, the Honorable Joel Hefley from the State of Colorado, and he will introduce Mayor Robert Isaac from Colorado Springs.

Joel, welcome to the subcommittee. You may proceed as you desire.

TESTIMONY OF HON. JOEL HEFLEY, A REPRESENTATIVE IN CONGRESS FROM COLORADO; AND HON. ROBERT M. ISAAC, MAYOR, CITY OF COLORADO SPRINGS, CO, ACCOMPANIED BY DAVE ZELENOK, HEAD, COLORADO SPRINGS DEPARTMENT OF TRANSPORTATION

Mr. HEFLEY. Thank you, Mr. Chairman. I appreciate the opportunity of being with you this morning to talk about this project that Colorado Springs is concerned about. I do have with me Mayor Bob Isaac, who is the Mayor of Colorado Springs, who will get into more details about the project as we go along.

I'm here to express my support for the National Highway System funding proposal submitted by the City of Colorado Springs for the Powers Boulevard Corridor. Powers Boulevard has become a major thoroughfare in the eastern part of Colorado Springs. In fact, Colorado Springs and the surrounding county have loaned money to the Department of Transportation to expedite the widening of a link of this important highway.

There are two key points that I want to make today about this project. One is the population boom in Colorado Springs and the resulting traffic congestion, and the second has to do with our national defense.

Colorado has experienced a boom. It's a very fast-growing community over the last few years. In fact, in 1992, the population of Colorado Springs grew by almost 4 percent. A year later, employment was up by over 3 percent. This kind of growth has led to serious traffic problems on the main drag through the city. When completed, Powers Boulevard will provide a much needed alternative route to combat the traffic congestion on heavily traveled Interstate 25, particularly in the key arterial points in the city.

When the pioneers moved west and they came up to the mountains, they stopped where the water supply was, and the water supply was in the river bottoms, and no one could have possibly dreamed that there would be the kind of traffic and population in

those river bottoms. You hear about the brown cloud in Denver, Colorado, for instance. Part of that is because they're up against the mountains, and you have temperature inversions, particularly during the wintertime, because the town is built in the river bottom. Colorado Springs is very much the same way. The main drag, I-25 going through the town, which is at capacity now, runs right along that river bottom and adds to the pollution problems that we have.

So the congestion is one issue. I want to show you this on the map here in a moment.

On the issue of national defense, my concern is with the emergency preparedness. In December, the Department of Defense designated Powers Boulevard as a key component of the Strategic Highway Network. As you know, Colorado Springs is home to Fort Carson Army Base, Falcon Air Force Base, Peterson Air Force Base, Cheyenne Mountain Air Force Base, and the Air Force Academy. The changing international scene has caused a lot of changes in the military, including closing a number of overseas bases and relying more heavily on troops based here at home. It's vital that our forces are able to mobilize rapidly along the Strategic Highway Network and deploy in response to any domestic or overseas crisis. This project on Powers Boulevard would ensure that this would be the case in Colorado.

For these two issues—and I'll show you here right quick—I think this is a very worthwhile project. Here's I-25 that runs through Colorado Springs at the present time, the Air Force Academy up here to the north, Fort Carson down here to the south, and this, as I said, is the river bottom. So the first issue dealing with the pollution and the congestion on I-25, there's very little way to widen this or to change this, and I'm not sure it would be desirable to run more traffic straight through this river bottom, even if there was a way to do it.

Fort Carson deploys—it is a heavy mechanized unit, and they deploy from Peterson Air Force Base out here. This Powers Boulevard Corridor is the ideal way—and there's no thoroughfare kind of way to get there right now, but this would provide the ideal way for them to deploy from Peterson Air Force Base, and, of course, I said the Air Force Academy on the north.

So I think from both the congestion and the national defense standpoint, this is worthy of your consideration, and I'd like to turn it over to our Mayor, Bob Isaac, and he'll go into more detail about it.

Mayor ISAAC. Thank you very much, Joel.

Mr. Chairman, Members of the committee, I appreciate the opportunity to be here. With me is Dave Zelenok, who is the head of our Department of Transportation for the City of Colorado Springs.

Colorado Springs, I'm sure some of you know where it is. It's located 65 miles south of Denver, 35 miles north of Pueblo. The project that we bring you, as pointed out by Congressman Hefley, is Powers Boulevard. It's a 36-mile arterial running north to south on the eastern side of the city and is included in part of the proposed National Highway System. We want to construct this arterial to freeway standards, with the appropriate grade-separated crossings.

We've been working on the project—I've been Mayor since 1979, on council since 1975, and I worked on this project as a private attorney prior to the time I ran for council. So we've been working on it for decades. We have been able to construct a 16-mile segment to expressway standards, not freeway standards, between Fountain Boulevard and Woodman Road on the north. This has cost us \$48.5 million, accomplished through using funds from private sector donations, local government general funds, general obligation bonds, special taxing districts, programmed Federal funds, and State highway gas taxes.

So since the people voted for a portion of this highway, the people do support it. It was overwhelmingly supported.

There are four basic reasons why the project is so badly needed. As Joel has pointed out, it provides the vital connection with five major defense installations. Secondly, it provides access to our new airport, and I say new airport because we have completed the longest runway in the State of Colorado—13,500. It's parallel to our existing north-south, 1.7 miles apart, and a new terminal will be completed in October, done primarily with bond funds committed by the people.

The third reason is it's an alternative to I-25, and I think Joel has covered that very well. That is a major commercial corridor, and that's really the only corridor for truck traffic, and it is at capacity, and from an air quality point of view, to have Powers Boulevard as an alternative is extremely important.

It enhances the areas in the State transportation network, and as pointed out, Powers Boulevard does link these military facilities. I'll just point out the commands and operations very quickly that are located there: the U.S. Army's 4th Infantry Division Headquarters, plus a major armored training area to the south, Binion Canyon, probably the best training area in the country; North American Aerospace Defense Command, U.S. Space Command, Air Force Space Command, and the Air Force 50th Space Wing, Army Space Command, 21st Space Wing, and the Air Force Reserve 302nd Airlift Wing provides heavy airlift capability for rapid deployment from Peterson Air Force Base. It also has the national test facility, the Consolidated Space Operations Center at Falcon Air Force Base.

The total cost of the project is \$353 million. We have or will have available our necessary match, much of that coming from the City of Colorado Springs. We've made progress on our own, but we can't complete this for many, many years at the present rate, and as pointed out, the city is growing rapidly. We recognized the need to support the military and formed the Eastern Corridor Task Force to relieve congestion around Peterson Air Force Base.

We have loaned money to the State—that doesn't happen very often from cities—loaned money to the State, which will come back to us, about \$7 million, which can be used for part of the match that will be needed in the first three years. In fact, it must be used, the way that people voted. Anything that was not used in the bond issue from Fountain Boulevard south to Drennan has to be used from Fountain north to Platte. So we will have that money in hand in 1995 and 1996.

Finally, I would point out we have the full support of the City of Colorado Springs, the Colorado Department of Transportation, El Paso County, the City of Fountain, the City of Woodland Park, Pike Area Council of Governments, and strong citizen support. It has been recommended by the Colorado Department of Transportation, with a unanimous vote on December 16, 1993.

We are requesting \$238 million, and authorization for the project would allow the city to develop significant usable segments. We would obligate approximately \$78.5 million over the next three fiscal years, which could be allocated, matched, and used locally for maximum benefits.

I want to thank you, Mr. Chairman, Members of the committee. We're available to answer your questions.

Mr. RAHALL. Thank you very much, Joel, Mayor. We appreciate your testimony and very good presentation and explanation. I have no specific questions.

Does the full committee Chair, Mr. Mineta?

The CHAIR. No, no specific questions. Thank you very much, Joel, for being here.

Mr. Isaac, it's good to see you. I remember when you were president of the National League, as I recall, and we had a chance to chat at that time about some other things. But I appreciate your coming in and making a presentation on this.

Mayor ISAAC. Thank you very much.

Mr. RAHALL. Acting ranking minority Member.

Mr. HUTCHINSON. No questions, Mr. Chairman.

Mr. RAHALL. Does the gentleman from Massachusetts have any questions?

Mr. BLUTE. No questions, Mr. Chairman.

Mr. RAHALL. Do any of my colleagues on my right have any questions?

[No response.]

Mr. RAHALL. Thank you again, Joel.

Mr. HEFLEY. Thank you very much, Mr. Chairman and committee.

Mr. LAUGHLIN. Mr. Chairman, if we've got a lull, I'd like to go testify in support of I-69 for a while. [Laughter.]

The CHAIR. Did you want to use Mr. McCloskey's money?

Mr. LAUGHLIN. I'd be happy to. [Laughter.]

If he doesn't show up, we ought to forfeit it. Or at least transfer it.

Mr. RAHALL. Well, we understand the next scheduled witness is on the way.

As our next witness is tardy, we're going to proceed with our dear colleague who is here and the distinguished panel that he has brought with him. The subcommittee is honored to welcome our colleague from the State of Indiana, a very effective Member of this body, the Honorable Frank McCloskey.

Frank, we welcome you to the subcommittee, and you may proceed with your opening statement and then introduce your panel, if you'd like.

TESTIMONY OF HON. FRANK McCLOSKEY, A REPRESENTATIVE IN CONGRESS FROM INDIANA; BOB KLAWITTER, EXECUTIVE DIRECTOR, PROTECT OUR WOODS, AND VICE PRESIDENT, HOOSIER ENVIRONMENTAL COUNCIL, DU BOIS, IN; THOMAS R. TOKARSKI, PRESIDENT, CITIZENS FOR APPROPRIATE RURAL ROADS, STANFORD, IN; GARY SEIBERT, FARMER, GIBSON COUNTY, IN; DAVID REED, MARIAN COLLEGE, INDIANAPOLIS, IN; ROBERT L. KOCH, PRESIDENT AND CHIEF EXECUTIVE OFFICER, GEORGE KOCH SONS, INC., EVANSVILLE, IN; HON. TOM BAUMERT, MAYOR, CITY OF WASHINGTON, IN; DAVID B. GRAHAM, VICE PRESIDENT, INDIANA, MID-CONTINENT HIGHWAY COALITION, GRAHAM FARMS, WASHINGTON, IN; AND JIM NEWLAND, MID-CONTINENT HIGHWAY COALITION, INDIANAPOLIS, IN

Mr. McCLOSKEY. Thank you very much, Mr. Chairman. Firstly, I want to thank you and Chairman Mineta for all the help and support you've extended as to the development of this project over the years, with the knowledge that you've demonstrated and help you've given us. You know that we are here in connection with the Indianapolis to Evansville High Priority Highway project as part of the Indianapolis to Memphis, Tennessee High Priority Corridor 18, as identified in ISTEa.

I have a prepared formal statement which I will excerpt from, Mr. Chairman, but I'll very briefly summarize it, and I'll give hopefully, with your permission, brief excerpts momentarily. This literally is a major, as you know, economic development and highway project which is very, very important, I think, not only to the economy of southwestern Indiana, but indeed the entire State and Nation, and more and more, as you know, it is taking on national and even international aspects.

I might say we have a distinguished panel of community leaders, including public officials and business people, particularly from both Evansville, Indiana and Daviess County. I'll be introducing them in a moment.

We also, I think, in the spirit of democracy, have requested your consideration of testimony from very, I might say, intelligent, assertive, creative, and energetic opponents of the project, but I can assure you that most of the people in my district in southwestern Indiana approve of this project. It is very, very important, and as you know, it's been a high priority by the State and has been recognized, with your help and Chairman Mineta's help, by the Congress as a highway of national significance. It's important from the standpoint of Indianapolis to Evansville travel, which is stated by analysts to represent a savings of some 45 minutes.

Something that has not been stressed but I've mentioned several times in previous appearances is how important this is for safety. Official statistics prepared by Indiana Department of Transportation suggests that, once completed, it will reduce personal injuries by close to 20,000—19,492. Fatalities would be reduced by 342. Both those figures are in relation to a possible 20-year period from the year 2000 to the year 2020.

It's very important to the major metropolitan area of Evansville and environs, but just as importantly, with people like Tom Baumert and David Graham here from Daviess County, Indiana, it

is so important to smaller towns in the district—quite frankly, as you know, towns that are suffering economic stress, population, and job loss.

I don't have to tell you that it also enjoys the very strong support and the leadership support of Chairman Lee Hamilton, my distinguished colleague from southeastern Indiana.

I might note with one of our witnesses today, David Reed, formerly of the Hudson Institute, prepared a report several years ago on the economic impact and importance of a project like this. Just talking to Mr. Reed recently, in essence in Lee's district in southwestern Indiana, they have twice the economic growth over recent years than in southwestern Indiana, primarily or almost certainly exclusively because of the Louisville to Indianapolis highway. Indeed, Mayor Baumert can testify that in Daviess County, Indiana, Washington recently lost a significant business prospect to Lee's district because they have the superior transportation infrastructure over there, Mr. Chairman.

So for all those reasons, I request your cooperation in essence in authorizing the State and Federal Government to move the funding schedule up. We're asking for an additional \$37 million or so, a commitment that is presently planned for 1998, to be moved up for use starting in the next fiscal year, to be utilized over the next several years. That would give the State about \$54 million to complete planning, engineering, and indeed possibly be able to start some construction. The Bayh administration has said they would like to start construction from Evansville north as early, hopefully, as the fall of 1996.

So with that, Mr. Chairman, I just commend your courtesy and graciousness and really say we have a fine panel of witnesses here, and I would think you'd hear some interesting commentary as to both sides of this.

Mr. RAHALL. Thank you very much, Frank, for your testimony. Let me ask, with your indulgence, if we might proceed to hear from our colleague from the State of Maryland prior to hearing from your panel. That will give us all a chance, after her testimony, to have a brief recess to answer this roll call vote on the floor, and then come back, and hear from your panel, Frank if that's all right with you.

Mrs. MORELLA. Thank you, Mr. Chairman. I will be very brief, I promise you.

Mr. RAHALL. The subcommittee will now hear from our distinguished colleague from the State of Maryland, the Honorable Connie Morella, who will be testifying on behalf of the Beltway Intelligent Vehicle Highway System project in her State.

Connie, we welcome you to the subcommittee.

TESTIMONY OF HON. CONSTANCE A. MORELLA, A REPRESENTATIVE IN CONGRESS FROM MARYLAND

Mrs. MORELLA. Thank you very much, Mr. Chairman. I appreciate the courtesy that you extended to me, and Mr. McCloskey's indulgence, too. It's a very brief testimony, and it's something that costs very little money, and I did want to make sure that I did address it briefly before this very important subcommittee.

Mr. Chairman and Members of the subcommittee, I appreciate the opportunity to speak in support of the traffic monitoring system along the Capital Beltway, which is at I-495 from the American Legion Bridge to Maryland 650. The Capital Beltway is Washington's Main Street and also its interstate. From 75,000 to 227,000 vehicles travel daily on the Beltway, and by the year 2010, there may be as many as 300,000 vehicles utilizing it. Widening the beltway would be too costly. Better traffic management is indeed the key to improvement.

I'm here to request that the subcommittee authorize \$5.3 million in Federal funds for the design and construction of a traffic monitoring system along 12.5 heavily traveled miles of I-495. This system would allow the collection of up-to-the-minute information on beltway traffic conditions, and in order to collect this data, video cameras and overhead speed detectors would be installed along I-495. The information would be processed at the Maryland State Highway Administration's Statewide Operations Center. Motorists would then be provided information on accident locations and appropriate detour routes through variable message signs and travelers advisory radio.

In the space of 12 days last summer, seven people were killed in a series of beltway accidents. That's in 12 days. This monitoring system would have immediately alerted drivers to the massive traffic backup and the potentially dangerous road situation to which they were speeding.

Finally, Mr. Chairman and Members of the subcommittee, I appreciate your courtesy in listening to this request. With the \$5.3 million authorized will come economic benefits, cleaner air, an improvement in traffic flow, and safer road conditions on a perilous part of our Main Street, which many Members of Congress have occasion to use.

I appreciate, again, the courtesy you extended to me. I thank you and would indeed be happy to answer any questions now or later or whatever.

Mr. RAHALL. Thank you very much, Connie, for your testimony. As you have mentioned, many Members of this body are very cognizant of the problem to which you refer. You have responded well and in a timely fashion to the request for information from the subcommittee and we note the support of the State and the fact that this project is on the Secretary of Transportation's recommended NHS system as well. So we will be giving it every consideration as we go through this process, and your testimony will be most helpful to us.

Mrs. MORELLA. Thank you, Mr. Chairman.

Mr. RAHALL. Does the gentleman from Arkansas, Mr. Hutchinson, have any questions?

Mr. HUTCHINSON. No questions. Thank you, Connie, for your testimony, though.

Mrs. MORELLA. Thank you very much for being here and listening.

Mr. RAHALL. Thank you, Connie.

The subcommittee will stand in short recess in order to answer a rollcall vote on the floor of the House.

[Recess.]

Mr. RAHALL. Let's resume now with Mr. Thomas Tokarski, President, Citizens for Appropriate Rural Roads, Stanford, Indiana.

MESSRS. McCLOSKEY, KLAWITTER, TOKARSKI, REED, SEIBERT, KOCH, BAUMERT, GRAHAM, AND NEWLAND—Resumed

Mr. TOKARSKI. Mr. Chairman, Members of the committee, and fellow citizens, my name is Thomas Tokarski, and I'm from Stanford, Indiana, and I'm President of Citizens for Appropriate Rural Roads. Our organization is proposing alternatives to the proposed extension of I-69 through Indiana. I would also like to mention that the Surface Transportation Policy Project has also voiced opposition to the I-69 project in their text.

I'm thankful for the opportunity to speak to you today, and I especially want to thank Congressman McCloskey for allowing the opposition to speak. It was certainly the right thing to do, and he has shown courage in that respect.

All of the objectives of the National Highway System in Indiana can be achieved without the proposed new terrain I-69 extension. Therefore, we ask that this highway, as proposed, be withdrawn from the National Highway System plan. You will hear much today from supporters of this highway regarding its purported economic benefits. However, I remind you that the 1990 Congressionally mandated economic feasibility study by Donahue, et al., did not recommend construction of this highway based on low benefit-cost ratios. This is only the latest in a series of independent economic studies and tests that this highway has failed on.

Since the Donahue study was released, highway supporters have generated a smoke screen of reports that attempt to refute Donahue and confuse the issue. All contain dubious assumptions, highly speculative projections, and they invariably ignore all the costs. Written responses by the Indiana Department of Transportation to Congressman Rahall's inquiries concerning the I-69 extension are inaccurate and misleading. They seriously overestimate the benefits and fail to estimate the costs.

Using Indiana's Open Records Act, we are currently seeking INDOT's documentation for their highly unrealistic projections. We sincerely believe that a complete and honest accounting of the I-69's costs as well as benefits are essential if Congress is to make an intelligent judgment on its feasibility. Taxpayers deserve no less. The inclusion of the entire I-69 extension in ISTEA and the National Highway System was done with no prior studies to determine its feasibility. This was done for political rather than practical transportation needs and was certainly premature.

This will be an extravagantly expensive highway. Congressman McCloskey recently stated it would cost \$1 billion. That is not the entire cost of the highway in Indiana. INDOT's written testimony to this committee failed to include all of the cost of the highway—for example, the cost of upgrading to limited access approximately 50 miles of existing four-lane highway; the cost to buy out dimensional limestone reserves within the new terrain right-of-way—the market value of these reserves are estimated at between \$300 million and \$400 million; the cost of environmental mitigation — according to the Donahue study, this will be significant; the cost of

legal challenges that are already developing, and there are other costs.

Indiana is currently 13th in the Nation in the number of interstate miles it has. Indianapolis has more interstate connections than any other city in the Nation. I would like to point out that we also have documents through our Open Records Act request that show that there would be approximately, at most, an eight-minute savings in travel time over using existing highways.

Unfortunately, Indiana is unable or unwilling to maintain its existing highways. I refer you to our written testimony for documentation on the poor condition of Indiana's existing roads. Decades of underfunding for maintenance have dug Indiana into a deep hole. Adding capacity to a system it cannot maintain will lead to further deterioration of Indiana's highway network and undermine the goals of the National Highway System.

We dispute Indiana's figures for safety improvements expected from the I-69 extension. In their testimony to this committee, they stated there would be an incredible 50 percent reduction in accidents as a result of this one highway. The Donahue study estimated the reduction at 12.5 percent. Obviously, somebody is calling a cow a gazelle, and it should be obvious who it is.

Neither INDOT nor Donahue made calculations to determine accident reductions due to repairing and upgrading existing highways. The Indiana Fact Book for 1992 reveals that most counties in southwestern Indiana already have low accident and fatality rates.

It appears that Indiana expects the Federal Government to fund this extravagantly expensive highway with special appropriations, including several hundred million dollars worth. Governor Bayh and INDOT are reluctant to spend any of Indiana's \$2.5 billion share of the Federal Highway Trust Fund on this project. Congressman McCloskey's attempt to fund this highway as a demonstration project would be a waste of tax dollars. It is fiscally irresponsible to spend millions on a study for a highway that will never be built.

The I-69 boosters claim that there is a need for the I-69 extension as a NAFTA highway. The Federal Highway Administration clearly contradicted their claims in a recent report to Congress entitled "Assessment of Border Crossings and Transportation Corridors for North American Trade." Relevant passages are included in our written testimony.

A casual glance at an interstate map will show that relatively direct interstate highways already connect Indianapolis to Mexico, and Indianapolis to Laredo, Texas, I might point out. Also, during the debate on NAFTA, no new transportation initiatives were included as a cost or requirement of that treaty.

In conclusion, the money spent on and allocated for the I-69 extension to date is a token downpayment on this massively expensive project. There are numerous areas of need within the National Highway System as well as other areas of transportation where these funds could be put to better use. Indeed, rescission of the I-69 extension as it is currently proposed will strengthen the National Highway System plan. Rescinding the new terrain I-69 ex-

tension will also show that the most socially and environmentally responsible action can also be the most fiscally responsible action.

That concludes my testimony, but I would also like to have included in the record the testimony of 33 citizens throughout the region that the highway will go through that we very quickly got, to include written testimony on their opposition to this highway. I'd like to have these included in the record.

Thank you very much.

Mr. Klawitter. Mr. Chairman, Members of the committee, thank you for this opportunity, and thanks to Congressman McCloskey for the democratic spirit in which he invited us to testify before you. My name is Bob Klawitter. I represent 40,000 individuals members of the Hoosier Environmental Council, in addition to 65 member organizations.

Contrary to what you may have heard, the I-69 extension from Evansville to Indianapolis is a highway that Hoosiers not only do not need, but do not want. Farmers and rural land owners are practically up in arms along the corridor. Indiana's environmental movement is solidly against it. The Hoosier Environmental Council has collected 30,000 petition signatures against it to date. The Indianapolis Star, the State's largest newspaper, has taken an editorial position against it, and the Evansville Courier conducted a poll in October 1992 which concluded,

People in Evansville are ambivalent about the proposed interstate highway to Indianapolis. Many don't believe it would attract new jobs to the area, and they think the almost \$1 billion cost can't be justified.

The highway proponents will deny the low benefit-cost ratio of the congressionally funded study for this highway and its no-build recommendation. They will also tell you that this highway will bring desperately needed jobs to our depressed rural area. In fact, unemployment in the six-county corridor for this highway has been significantly below the national average, ranging to 5.5 percent in the fall and slightly higher seasonally, but still below the national average.

Manufacturing jobs increased in the counties in this corridor in the last five years between 19 percent and 53 percent. In the one county that had only a 5 percent increase in manufacturing, personal income was still up 55 percent in real terms in the last 20 years, and real income increased 31 to 93 percent in the various counties in this corridor.

We do not believe that this is a depressed rural area. It still has a large number of viable family farms. There are 2,634 farms in the corridor counties, with annual cash receipts of \$304 million and a multiplier factor of \$1.5 billion annually.

Southern Indiana is an important location for the wood furniture industry and produces a lot of hardwood timber for that industry. Sixteen hundred and thirty acres of forest life shall be paved by the highway, but the impacts on timber land, like the impacts on farm land, will actually come primarily from the development-related fragmentation of these resources. The timber resource produces about \$13 million of timber harvest in this county every year and a \$376 million multiplier effect on the local economies.

In fact, what we believe is that this highway will serve to create rural poverty by destroying farms and timber industry resources

and make people more dependent on the manufacturing that in fact is already there without the highway and not needed.

I appreciate the wisdom of Congress in creating the National Highway System. I was pleased to hear Secretary Pena say recently that the National Highway System will replace pork barrel allocation of Federal transportation funds with rational planning for economic efficiency. However, these good intentions have already been subverted by the inclusion of congressional priority highways, guaranteeing that pork barrel politics will continue to dominate national transportation planning for decades to come.

Three-fourths of the jobs, we believe, from this highway will be jobs attracted from other places. We have heard about the competition between Mr. McCloskey's and Mr. Hamilton's districts. Three-fourths of the jobs will be simply attracted from other areas into rural areas that don't need these jobs.

Financing business and residential relocation to rural areas causes increased energy use and associated pollution, promotes capital flight and urban abandonment, hurts labor unions, depresses wages, damages resource-based rural economies as well as watersheds and wildlife, and contributes to the national deficit.

Thank you for your attention.

Mr. RAHALL. Mr. Seibert.

Mr. SEIBERT. My name is Gary Seibert. I'm a Gibson County farmer and a grain exporter from just north of Evansville, Indiana. I appreciate the time of being here and being able to explain a farmer's point of view on some of these projects that happen, and I thank Mr. McCloskey for letting me speak.

Land is the Nation's most valuable non-renewable resource. We not only have to occupy the land, but also live from it. At this year's meeting of the American Association for the Advancement of Science, it was reported that land degradation will lead to a 20 percent decline in the world's food production during the next 25 years. The American Farm Land Trust estimates that nationwide we are losing two million acres of farm land to development per year.

Preliminary studies for the 100 miles of new construction for the I-69 extension estimate between 4,000 and 5,000 acres will be taken. Of this total, approximately 70 percent will be farm land, much of it prime farm land. Along the southern portion of the route, additional farm land will be taken for borrow pits to raise the right-of-way elevation to above the 100-year flood plain.

In Gibson County alone, this proposed highway will impact five of the county's 14 dairy operations. Each of these farms have annual gross incomes of over \$500,000 per year. This money is turned over in our local economies on an average of seven times. These are industries that will be lost and are not even mentioned in our feasibility studies.

This new terrain highway will destroy numerous other cash grain, poultry, and swine facilities. This highway will also negatively impact our local community by decreasing the property tax base and taking from the funds used to support our schools and infrastructure.

Interstate transportation is not effective transportation for agriculture producers. Due to the volume of commodities in the Grain

Belt States, truck transportation to markets more than 50 miles for large producers and 30 miles for small producers is very inefficient. The major markets must be served by rail or barge. One railroad car has the same capacity as four semi-trucks, and one barge container carries more grain than 52 semi-trucks. Several of these containers are combined in a toll on a barge. These figures hold true for other bulk commodities, such as coal rock, fuel, and other bulk commodities.

Industry realized the need for mass transportation over 20 years ago. Much freight that is moved long distances is accommodated by barge and rail, including piggy-back rail transportation, to within 30 to 50 miles of its destination before being delivered by truck.

The largest transportation problem facing agriculture today is obsolete county roads and highways. Hauling our grain, livestock, produce, and machinery over bridges with four-ton limits and county roads that are posted to heavy traffic all winter or hauling to our markets 30 miles on broken blacktop roads and gravel and dirt roads are the problems farmers face every day. We also have to worry about school buses that have to detour several miles out of their way to avoid unsafe bridges or, worse yet, have them not avoid the bridges.

Interstate 64 cuts across all of southern Indiana, including the area where I live. When I-64 was being proposed, we were told the same things we're going to be told now about the I-69, that it will bring jobs and economic development. In reality, it only took our land and dried up the economy of many rural towns in Indiana and Illinois. We've seen firsthand what an interstate can do, and we don't want or need another one.

Our highways are cluttered with vehicles containing one person, all seemingly going in the same direction. Our Nation has allowed itself to become vulnerable to weather patterns and energy blackmail. One inch of snowfall, a traffic accident, or road repairs can nearly halt our transportation systems. Our overpolluted cities are in violation of air quality standards, and one of the main contributors is auto exhaust emissions. Building more roads just encourages people to drive more.

Transportation officials and politicians need to pay close attention to cities like Los Angeles, Atlanta, and New York. Building more highways has certainly failed to solve the transportation problems of those cities. Every morning news media and police have to patrol with helicopters and report all the traffic accidents, traffic jams, as well as the drive-by shootings.

Financially burdening our cities and States with new highways when they can't maintain the ones they have is not the way to economic prosperity. You cannot create a better highway system by building more roads when existing roads are where the problems lie.

Our communities need better mass transit systems. Indiana's nickname, the Crossroads of America, was coined in the early part of this century, when we had the best interurban train system in the country. We can still learn from the past. We have no problems driving across the country, but we frequently can't across town. We are 20 years behind other countries in our mass transportation systems.

I would like to close by saying that building a new interstate is not going to solve transportation problems for my community, but it will only worsen them. This proposed project will take money from State funds that could have been used to work on our real problems. The I-69 extension will consume thousands of acres of prime farm land, wetlands, woods, and other natural areas. It will disrupt the lives of many communities by cutting them off from neighbors and relatives. This highway will also encourage more people to drive while further degrading our air, water, and land resources.

I ask you Members of Congress to consider, are we going to fix up the highways we have and adapt to the 21st century with economical and environmentally safer mass transit, or should we continue with the highway building schemes of the 1950s?

I plead with you to remember small, independent farmers need help, not roadblocks. That is what the I-69 extension will be—a great dam that splits up many farms and separates our communities. We have a name for it when you take our farms and our natural resources and our way of life and promise us a pie in the sky in return. It's called rural exploitation. We've heard it all before, and we decline your offer.

Thank you.

Mr. RAHALL. Dr. Reed.

Mr. REED. Mr. Chairman, Members of the committee, thank you for the opportunity to talk with you this morning.

I should begin my remarks by saying that while opponents to the road are not happy with the most recent estimates that were done on the costs and benefits of constructing it, neither are the proponents of the road. The opponents say that the costs have been underestimated. I would argue and have argued in my written testimony that the benefits have been grossly underestimated.

I also recommend that another approach be taken to estimating what the costs and benefits actually are, and what I've heard this morning simply reinforces my notion that the analysis that we've had in front of us is inadequate to represent either the costs or the benefits. So we should not place too great a reliance on those numbers.

What I would say, however, is that we can do other kinds of analyses that are just as interesting and just as meaningful, perhaps more so, that would support the notion that this road will bring substantial economic benefits to southwestern Indiana. We can look, for example, at comparable areas in the southeastern part of the State, comparable in many respects, in terms of the basic composition of the population, the education levels and other demographic characteristics, comparable in terms of the starting points back in the 1960s in terms of economic structure, and then look at what's happened to those areas in terms of long-term growth and development in the southeastern part of the State where the I-65 corridor existed and where the road was built, as compared to the I-69 corridor where the road was never built.

The overall rate of job creation in the I-65 corridor, the southeastern part of the State, has been twice what it was in the southwestern part of the State over the last 20 years. The rate of real income growth in the southeastern part of the State through the

I-65 corridor has been twice what it was through the southwestern part of the State. Population change has shown similar kinds of differences in the two corridors.

What this says to me is that we're dealing with a very clear kind of outcome for the investment that we're talking about—major growth, substantial numbers of new jobs for people in rural areas, and that becomes increasingly important as it becomes more and more difficult for small farmers to sustain themselves on the land, as is happening.

Some of the numbers that I heard earlier this morning suggest that the average income from the farms that we're talking about in the southwestern part of the State would be roughly \$100,000 in farm marketings. If that's true on average, then it's probable that some 90 percent of those farmers have off-farm jobs to help sustain their lifestyle on the farm. It's extremely difficult in today's world for small farmers to live the life that they choose to live without having other sources of income.

The proponents of this road don't want anyone removed from the land. Certainly, anyone who's concerned about rural development for the long haul recognizes that the people who farm our land are one of the major sustaining forces in the United States. But helping them to stay on the land means more than just providing continual subsidies for their farm products. It means providing them alternative employment as well, and we believe that this road will certainly help to do that.

There are many, many arguments that can be made in favor of the highway. I've tried to outline some of them as best I can in my testimony. But let me say in conclusion that I can think of nothing more significant for the long-term health and growth of the rural areas in southwestern Indiana than the construction of this highway.

Thank you.

Mr. RAHALL. Thank you, Dr. Reed.

Mr. Koch.

Mr. KOCH. Mr. Chairman, I'd like to defer to the Mayor, please, first.

Mr. RAHALL. Okay. Mayor.

Mayor BAUMERT. Thank you, Bob.

Thank you, Mr. Chairman and Members of the committee. I appreciate the chance also to be here to say some things. I did prepare a statement that I believe all of you have, and I'll leave that statement as it is on the tabletop, and I'd like to present my case.

Maybe as more of the meat-and-potatoes-type person, I'm the hands-on type of mayor who has—my credentials basically are the last 30 years I've been connected with the city either as an employee in the electric department, on the police department, or as an elected official. So I feel like I know what I'm saying when I talk about Washington.

In our area, we've had prospects come to the community, they look at us, they say, "Yes, your infrastructure is pretty current, pretty up to date, it looks good, your tax rates are real good, your utilities are really good, but you don't have an interstate," and when they go to looking, they want to move that product rather

quickly. They say the longer it takes to get to an interstate to move the product, the more money they lose.

So I know firsthand on at least three occasions that we lost industries—rather large industries, some of them—to other parts of the State because you can drive down the interstate and look over and see it within 30, 40, 50 feet of the State highway line, and that's rather discouraging when you see that happen, but it's a regular happening in our community.

We were originally a railroad community. In the late 1800s, we were about 11,500 population overall, and the railroad was the reason we were there. Today that's not the case. The railroad is no longer an active part of the community, and we depend on industry and business to sustain us, along with agriculture. Our population has actually lessened in the last 100 years by about 500 people. So we're not growing. We're in this stagnated area, just surviving, and that's it, and I think we owe everyone a little more than that.

We worry about the environmental issues, and I think I worry about them locally as much as I possibly can, but another resource that I feel like we really need to worry about is our children. We send our children off to college to get an education to find that good job, and then they realize once they're there that they can't come back home to get that job. They've got to go to another State, to a large city, or somewhere where there's an industry that will hire them in that field. We don't have anything to offer in our smaller communities in rural Indiana.

While our unemployment seems to be fairly low, most of our jobs are the low-income type that—I often describe it as we get the crumbs from the slice of cake, and those jobs are very important, those crumbs, and we really need those crumbs, but sometime we'd like to get a big slice of the cake. In Indiana, there are 92 counties, and I believe right now our family income is ranked at 86. That's not something to boast about in southern Indiana. It's something we need to correct.

I think, in closing, we've had a lot of people come look at us. They say if I-69 becomes a reality, then we will certainly start growing and it will be a prosperous thing. I truly believe that, and that's what we're pursuing, and we'd support anything you could do.

Thank you very much.

Mr. RAHALL. Mr. Koch.

Mr. KOCH. Mr. Chairman, my name is Bob Koch, and I appreciate the opportunity to address you and the honorable committee here today on I-69 and the benefits it can mean for southwestern Indiana, western Kentucky, and for the people that live there and for the economic development of the entire area.

I'm the fourth-generation president of a company that's 120 years old, and we hope to be in business another 120 years. We have something like nearly 2,000 employees that have jobs along this proposed extension of I-69 from Evansville—or, actually, Henderson—Kentucky to Indianapolis. These people are manufacturing. They're adding value to a product, shipping that product out, and bringing fresh money, new money into the area, effectively creating a positive surplus of trade balance for our area.

We build a lot of different things—painting systems, die casting, sealants and adhesives—and to stay in business in today's environment, we can't rely on the antiquated transportation methods that we did in the past, because our customers demand just-in-time deliveries. They need it to be competitive with their worldwide competition, particularly the automobile companies. For us to maintain their needs, we need this kind of infrastructure, this kind of transportation system to be able to deliver just in time.

We have a lot of new developments. I passed out to the committee one of the newspapers from one of our companies that shows about the employees that your decisions are going to affect, the people your decisions are going to affect. They've developed a new high-strength aluminum die casting that can go into cars to replace steel, to make them lighter so they can go more miles per gallon. We need this infrastructure, this transportation, this I-69 to fully exploit that, to be able to take advantage of it, for the growth of these businesses and growth of these jobs. Eighty percent of new jobs, it's said, come from existing industry, and we're poised and ready to take advantage of that and to expand with this new interstate.

Some other things I think I ought to add is that we're doing work in education to upgrade the skill levels of those graduates entering the work force so that we're ready to leverage the effect of the new highway.

Also, extending the highway to Mexico offers new opportunities for us to sell into the Mexican market. We've done studies where we've gone to Mexico and we've determined now that we can produce products—castings, sealants, paint finishing systems—in Indiana and Kentucky for less money than can be produced in Mexico if we have the transportation structure to get it there.

Lastly, I'd say we're poised, I believe, better than most areas to take full economic advantage of I-69. As an existing industry, we are ready to expand and add substantial numbers of new jobs, perhaps more than existing industry normally adds.

We, therefore, respectfully ask that you approve Congressman McCloskey's and the Indiana Department of Transportation's request for additional funding for the design and engineering of I-69 to connect Indianapolis to Evansville and to include this in the National Highway System, and also that you approve extending I-69 from Evansville all the way down to Houston, Texas so that it will fully benefit and serve the people of mid-America.

Thank you very much.

Mr. RAHALL. I understand Mr. Carothers is not with us. Is that correct? And he's going to be represented by Mr. David B. Graham, Vice President, Indiana Mid-Continental Highway Coalition, from Graham Farms, Washington, Indiana?

Mr. MCCLOSKEY. Yes.

Mr. RAHALL. Okay. Mr. Graham, you may proceed.

Mr. GRAHAM. My name is David Graham. I'm from Washington, Indiana. I, too, represent a family that's been down there for many years. My family's been there since 1825. But as Mr. Koch pointed out, there are a lot of us that have families that are well educated and have to leave to get jobs. I have eight children, all of them col-

lege educated, and none of those live and work in southwestern Indiana.

I'm chairman of the board of a bank in our community that's completely dedicated to the economic development of our area. The reason it's so important is because, as the Mayor pointed out, we're 86th in Indiana in terms of family income.

For my talk, which you have in front of you, I would like to draw your attention to the assessment of border crossings and transportation corridors of North America, which I understand was prepared for your committee. My first table is on page 35. On page 35, it's very clear that most of the exportation to Canada is through Michigan. It's also quite clear that most of the goods that are sent to Mexico go through Laredo. Now, it is an accident of geography that the I-69 Highway Coalition wants to promote this highway between Canada, through Indiana, western Kentucky, and so on, down to Mexico.

As vice president, I'm here representing our president, Mr. Carothers, who is from Shreveport, Louisiana. I'm from Indiana. I would like to point out that not only is most of the trade with Canada and Mexico actually now going through the proposed route of I-69—I'd like to point that out and then show you in my last table a picture of the proposed route. I had a man from the Associated Press call me not too long ago, and he said, "Graham, if you had to select the route across the United States that went through more economically depressed areas than this one, you would be hard pressed to find another area." I'm talking about southwestern Indiana, western Kentucky, western Tennessee, and on down to Texas.

A new road through that area would do more to inject new jobs, highway safety, than any sort of Government giveaways. I earnestly call your attention to that.

Thank you for allowing me to come today.

Mr. RAHALL. Do we have another panelist?

Mr. NEWLAND. Yes.

Mr. RAHALL. Would you identify yourself?

Mr. NEWLAND. My name, Mr. Chairman, is Jim Newland, and I represent the Mid-Continent Highway Coalition, which is a coalition of mayors, civic leaders, community leaders in the seven southwestern States of our country, and I'm talking, of course, about Indiana, Kentucky, Tennessee, Louisiana, Texas, Mississippi, and Arkansas.

I'm here, Mr. Chairman, to voice our very strong support for the Administration's efforts to create a new National Highway System, which hopefully will include the extension of Interstate 69 from Indianapolis to Laredo. I'm sure all of you know that Interstate 69 presently starts at the Canadian border and stops in Indianapolis.

I have prepared written testimony, so I shall be very brief here in the interest of time. I'd like to just make a couple of comments.

What really is this all about? I think, Mr. Chairman, if you throw out all the shadows in this proposed project, it's fair to say it's about the future of our country, and in particular the future of the Midwest and the south central quadrant of our Nation. It's about jobs, and I'm talking about putting people to work, literally thousands of people. It's about permitting these States to compete

equally with other States to attract and to keep industry. It's about developing the economic potential of a quadrant of our country that struggles to keep pace or even survive in this age of explosive change in which we're living. And also, Mr. Chairman, it's about saving lives and reducing personal injury accidents on hundreds of miles of two-lane roads that were never built really to handle the kind of traffic that they handle.

Finally, it's about the string that will tie together the efforts of all these States to move into the mainstream of modern industrial and educational and agricultural and technological opportunity—telecommunications, fiber optic communications. And I think, Mr. Chairman, with the ratification of the Free Trade Agreement, the way is now open for much closer economic ties between the three major powers on the North American Continent. As David has just mentioned, by accident of geography, the most direct transportation link between the major centers of population in Canada and the United States and Mexico happens to be the Mid-Continent Highway.

I think it is fair to say, Mr. Chairman, that because of NAFTA, this highway has the potential to be the most important addition to our interstate system because of its enormous economic impact; and the most important locational effect will be increased opportunity for growth and development in depressed areas along these routes, because these areas are not presently served by a modern highway system.

I will close my remarks, Mr. Chairman, by echoing what the other members of my group has already told you. We support fully and without reservation the new National Highway System, and I would urge you on behalf of the coalition I represent to actually and in fact honor the request Congressman McCloskey has made for advanced Federal funding on this so we can get this on the road.

Thank you very much, Mr. Chairman and Members of the committee.

Mr. RAHALL. Thank you, gentlemen, all of you, for your well-prepared and thought-out testimony today. You have given us a lot of information to digest, which we certainly will as we proceed. Before concluding, I think it would be appropriate to give your representative in Congress, Mr. Frank McCloskey, the Profiles in Courage award. [Laughter.]

This panel is indeed unique—you're even sitting at the same table.

Mr. MCCLOSKEY. We are all friends here.

Mr. RAHALL. We're delighted to see that. But, again, I'd say it is unique among the many panels that we have heard from during our series of hearings on the NHS.

Frank, it was good to have breakfast this morning with you and your supporters, as well as Chairman Lee Hamilton, and we thank you again for your testimony, and I'm sure we will be in further touch with you.

Mr. MCCLOSKEY. Thank you, Mr. Chairman.

Mr. RAHALL. Gentlemen, thank you. I appreciate it.

The subcommittee will now hear from a panel consisting of our colleague and very effective leader in this body, the Honorable Phil

Sharp, who will have accompanying him the Honorable Mayor Robert N. Stewart of Columbus, Indiana; Mr. Rich Stenner, the Director of Columbus 2000; the Honorable Mayor Denny Robinson of Elwood, Indiana; Mr. Phil Brown, the Director of Economic Development, City of Elwood, Indiana; the Honorable Mayor Ron Mowery of Marion, Indiana; and Mr. Jerry Bridges, Madison County Council of Governments.

Phil, we welcome you to the subcommittee. It's been my distinct honor to serve with you during your tenure in this body on the Committee on Natural Resources, and I've been able to observe firsthand your very effective and hard work on behalf of your constituents in the State of Indiana. We're sure that you'll still be around offering us your advice even as you move on from this body.

TESTIMONY OF HON. PHILIP R. SHARP, A REPRESENTATIVE IN CONGRESS FROM INDIANA; HON. ROBERT N. STEWART, MAYOR, CITY OF COLUMBUS, IN, ACCOMPANIED BY RICH STENNER, DIRECTOR, COLUMBUS 2000; HON. DENNY ROBINSON, MAYOR, CITY OF ELWOOD, IN; PHIL BROWN, DIRECTOR OF ECONOMIC DEVELOPMENT, ELWOOD, IN; HON. RON MOWERY, MAYOR, CITY OF MARION, IN; AND JERRY BRIDGES, MADISON COUNTY COUNCIL OF GOVERNMENTS

Mr. SHARP. Well, thank you very much, Mr. Chairman. I appreciate your kind remarks, and I appreciate your taking the time, because I know you have lots of us from the Midwest that are asking to meet with you about these projects.

In the two cases that I have with us today, groups of constituents on two different projects, we've already submitted to meet your January deadline the basic information, and we just would like an opportunity to point up how important these are to the economic development in two different regions of the congressional district that I represent.

If I might, Mr. Chairman, I might first just introduce the people from Columbus and let them quickly highlight that project. I would just simply say in doing so that this is a project that this committee has approved in the past. This is a project that originally Mr. Mineta, as subcommittee Chairman, and Mr. Anderson, as full committee Chairman, signed off on when we got the study money originally, and then the full committee made it a part of ISTEA, and we ran afoul of the problems last summer, of course.

Our project, like many others, was not authorized at the level that we needed to complete the construction of it, and so we've come back to ask you if you'll do that now. The Appropriations Committee has been very positive about this project, and you and others have been in the past, and so we would appreciate if you could make it a part of your program this year and certainly appreciate your time to that.

Let me quickly introduce Mayor Robert Stewart from Columbus, who's accompanied by Rich Stenner, the Director of the Columbus 2000 Program, which is economic development goals for the community and the surrounding area.

I might say that this project has very strong support in the community. It's a bipartisan-supported project. The Republican Mayor is with me here to testify, the Democratic Governor of the State

has supported the program, and the Democratic members of the city council have, and so this does not have a partisan flavor about it at all. We all recognize its value to economic development and to safety, frankly, where we've had some serious problems and unfortunate loss of life in recent years.

With that, let me introduce our very distinguished Mayor from Columbus, who's been a champion for economic development and for this project in particular, and let him speak directly to you.

Mayor STEWART. Well, thank you, Congressman Sharp.

Chairman Rahall, Members of the subcommittee, we appreciate this opportunity to appear with Congressman Sharp to request your support for the Front Door project in Columbus, Indiana.

As Congressman Sharp pointed out, the Front Door project will solve major safety and congestion problems in our community. With the community's support, we have designed an efficient new interchange and road system at the intersection of I-65 and State Road 46. It has the most traffic accidents of any part of our system in our city. The project is planned, designed, and under construction. An earth-moving contract is in place, and if the weather cooperates, we expect a good deal of work to take place this year. Our community is behind the project, or I wouldn't be here, and the full local cost sharing is identified.

Mr. Chairman, we know that the committee has a tremendous responsibility. The Nation's transportation infrastructure is vital to our economic prosperity. Columbus depends on this system more than most. In addition to our vital roads, Columbus is home to two of our Nation's leading transportation companies—Cummins Engine Company and Harvin Industries, both Fortune 500 companies. We appreciate your careful consideration of our request to authorize \$16.6 million to complete the project.

Thank you, and I will be pleased to answer any questions.

Mr. SHARP. Thank you.

Mr. Chairman, I might proceed to our other folks here that are here for the first time, and this community—two communities, actually. One of them is not in my district, but the community of Elwood, I have a special fondness for. It's where I grew up, and my entire childhood was spent there through high school. It, unfortunately, was not a part of my congressional district until this last round of reapportionment, and I might say I certainly would have been in here when you were considering ISTEPA had it been a part of my district at the time, but I had sort of parochial blinders on at that time, as most of us do in this body.

But I'm very pleased to have with us here—this is a very modest request for funds, but it's something that I can remember from childhood the need for this project, so it's about time. This is to four-lane a highway between Elwood and Marion and on down to Noblesville. I'm sure we have maps for you to show you what it is.

It's a very important highway, and it demonstrates what you people are more aware of than perhaps most anybody else in the country, and that is how vital these highway links are to economic development. I'll let the Mayor of Elwood and the Mayor of Marion identify for you more explicitly the economic reasons for this. But if you could only go and see it with your eyes as I have and have

grown up with it, it would become readily apparent why this improvement is valuable.

The State considers it valuable, but the State is petitioned, as you can appreciate, by every community, and regrettably the larger communities always seem to do better, and these are smaller vital communities which are having, at least in the case of Elwood particularly that I know of, some very tough economic times. So I really hope you can help us get started with the study money. It's a \$600,000 request.

But let me introduce Mayor Denny Robinson of Elwood, a Democrat, and Mayor Ron Mowery of Marion, a Republican. So we, again, have bipartisan support here at our table, and I'm very pleased to have them accompanied by a longtime friend of mine going way back to my days in high school, when his father taught me mathematics, the Director of Economic Development in Elwood, Phil Brown, and from Madison County, the county that Elwood is in, Jerry Bridges with the Madison County Council of Governments.

I'm not sure how we had decided who would testify first. We'll let the gentleman who deals with economic development in the county testify, Jerry Bridges.

Mr. BRIDGES. I'd like to thank the Members of the committee for the opportunity today as well as the privilege to come before you to present our case. And also, to Congressman Sharp, it's a sad day for us that he's going to leave in regard to representing our district, and so we thank him for this opportunity.

There are a couple of things that I'd like to basically go over, and I'll try to be brief in my comments. I know your time is valuable.

First and foremost, in regard to this corridor, we're looking at about a 40-mile corridor, so it's very short in terms of its beginning and ending terminus. The other thing is that it links the major metropolitan area in Indianapolis, which is our State capital, to Marion, Indiana. East central Indiana, which is basically adjacent, is right outside what they call the seven ring counties in Indiana. Those seven ring counties have all prospered in the last 20 years and continue to prosper, because they're directly linked to Indianapolis. Our county, Madison County, as well as Grant County, which is to the north, is also linked through a corridor, I-69, but it goes to the eastern side of our east central Indiana area, which is really inefficient in regard to transportation. Transit companies tend to want to take the shortest link.

One of the things that we look at in terms of efficiency—and I think that's one of the things that we need to look at—is anything that we can do that cuts costs for a company not only makes that company think that they're doing business in an area which is more conducive to them, but also the fact that we're creating prosperity in a sense that we typically don't think of, which is, as efficiency grows, your personal income and your real income in an area grows. That's true development. If income doesn't grow, it really doesn't matter what you have in regard to that.

I also think that what we're looking at in terms of what we have to offer here is a chance to open up an area of Indiana which right now, given that opportunity, the impetus could be there to see an expansion of growth and a large interaction between the economy

of central Indiana and east central Indiana. The distances are not long. The problem is getting from A to B. Getting from A to B, one of the primary problems we have is in the southern portion of this corridor. If you'll look where you'll see the orange section on the map, that area has already been designated as a priority by INDOT, the Department of Transportation in Indiana. If you go north from there up to where you see a little red spot at the top, that's Marion. What we're talking about is trying to link these areas better in regard to transportation, as well as the interactivity of the economy.

One of the problems that we have right now is, if you'll go from just about the top of the orange space to a third down, and you go up to Elwood, that segment of the road is weavy, it's narrow, it has poor geometrics, it has poor sign clearance and a lot of intersections, and a lot of accidents happen. One of the things that you'll find is that most of the accidents—and this has been documented by the State DOT—a lot of head-on collisions, normally the case for that is not a case of driver inattention. It's simply because the roadway is not sufficient in its design. It's too narrow, and it weaves back and forth.

One of the things we have are conflicting patterns in regard to high-speed commuters versus local traffic. We have high-speed truck traffic there. Northern Indiana ships a lot of modular homes as well as mobile homes that come straight down two State routes—they don't come down the interstate, they come down two straight, narrow routes, State Road 13 and 19, as well as 15. They come through Elwood, and they join in on State Road 37 at its junction there. These extra wide vehicles, in order to get by them in an oncoming lane, you have to pull over off on the shoulder. There's no other way to do it.

They prohibit the free flow of traffic. What normally could take someone maybe a 30-minute commute may take an hour commute or longer. People become impatient, especially commuters. They want to get from A to B quicker. You have a lot of no-passing zones on this roadway, and the factors there in general contribute to a large number of accidents that shouldn't be there if the roadway were basically designed better.

The other thing that we're looking at in regard to this project is what prosperity we do believe it can bring to east central Indiana, especially the western portion. The western portion of east central Indiana has a lot to gain, and we do believe that that expansion will provide further expansion over to other portions of east central Indiana, specifically Muncie. We could look at a triangle that would go from Marion to Indianapolis to Muncie, in which Anderson and Elwood would be incorporated in that area.

It's a manufacturing area in terms of its economy, by nature. The second-largest sector in the economy there is agriculture. It's an area that's downsized a lot in the last decade and is now trying to become much more efficient, and it's lean and it's mean. It's also lean and mean in terms that it wants to progress. East central Indiana wants to come back into the forefront. We don't ever want to take a back seat to anyone else in the economy. We're ready to drive, we're ready to join the world economy.

We do believe that one of the things that will be key to this is transportation. Area Development Magazine for the last six years has noted that the primary factor for location for business sustainability and retention is transportation links. If you have them, you have an opportunity. If you do not have those transportation links, you do not have that opportunity. So it becomes very vital to what's going on in the economy.

If we look at the downsizing that's going on in the economy, if we look at the major thing that's happening in regard to telecommunications and what that's going to do to the world economy and how it's going to drive, some of the factors that used to separate rural and urban communities will no longer exist if we'll just open up to a vision that a new world can exist, a new world that sees that there is not a roadblock or a barrier to rural versus urban areas. We're looking at a potential of being able to connect them for the first time, which we have not had in a long time, just because of the situation that's developed technologically in terms of where the world is going. We do believe that we have that chance to open it up even further if we get an improved transportation link to the Indianapolis metropolitan area.

One of the problems that we also have, for example, is we believe that there's a lot of wealth that can be generated from our agricultural sector as well. We fail to be able to benefit from that, because agribusiness is not developed appropriately within our region. We're one of the largest agricultural regions in the United States. The problem is that we ship all our produce out, and then somebody in another State makes the wealth off the processing of that. So they get the value-added benefit of that product.

We would like to see the value-added benefit of a product that's produced locally, from an efficiency standpoint, be value-added in Indiana and shipped someplace else. It's more efficient, and it would benefit everyone. It would also bring jobs closer to where that original raw material was produced.

That's just one case. There are a lot of other things that we do believe could occur from this project. We also believe that congestion can be influenced, especially in the orange section, but just slightly north of that, you find tremendous congestion. In the last five to ten years, the ADTs—the average daily traffic—that's growing on that has grown over 50 percent. The interstate that comes into Indianapolis from the southern portion of our county, it's grown 100 percent in 10 years. How we like to refer to it is that as the funnel gets smaller, it chokes off more its base, and that's exactly what it's doing to the Indianapolis urban area. It's already at marginal non-attainment, and as we continue to ship commuters there to work, what we're going to see is a greater problem of congestion there.

Some of the reverse commuting that's going on is a natural tendency as divestment and decentralization occurs among the economy, to see some of that reverse flow back out to what we'll call satellites. Geographers call it the fifth wave. It's going on all over the country. It's going on in central Indiana, especially east central Indiana. A perfect example of that is Phoenix and how they've basically derived their transportation plan, which, as you look at cities the size of Marion or Anderson or Elwood that are not 1,000 or

2,000 people—they're 40,000, 50,000, 60,000, 10,000, 20,000—all these cities provide an example of rural living or suburban living in a different context, with the advantage of interdependence in regard to a larger economy. We do believe that we have a chance to really reap the benefits of this in a true economic exchange if this corridor is improved.

I think I've probably said enough. I was told five minutes, and I've actually spoken longer than that, so I'd like to thank you very much, and if you have any questions, I'd be happy to answer them.

Mr. RAHALL. Do any other Members of the panel want to make statements?

Mr. BROWN. Mr. Chairman, Phil Brown, Economic Development Director. I won't speak to all the reasons we need a four-lane highway passing our small community. I just want to say that for 30 years I've taught school seniors government. I'm so impressed with this place, I can't even give you the words to tell you. But I would like to speak from 30 years of seniors who would have liked to come back to Elwood, Indiana or the area to marry, raise families. The majority—I don't have the exact figures, but the majority have never returned, and the percentage of non-returns are higher than ever.

This road will revitalize my community, give hope to our community, jobs, prosperity. All the reasons you've heard today for any of these projects will hold true for Elwood, Noblesville, Marion.

We've never been here for such a large quest, in my knowledge. We've taken a very bold step for a small community, holding our breath, and we hope for good expectations.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you very much, gentlemen.

Mr. SHARP. Mr. Chairman, if I could just quickly add——

Mr. RAHALL. Yes, Phil.

Mr. SHARP. I appreciate that. I think what you heard from the heart there is the strongest and most powerful reason that I think that we need your help.

But I might say to you that our State, like yours—and that's one of the reasons you see so many of the Hoosier delegation here today—has been a donor State, and we, like West Virginia, have had to make the extra fight to get our fair share of the national pie, and so we hope you can be sympathetic with us, because by the project that we ask for help from this committee for, and from the Appropriations Committee as well, it has helped to see to it that we get a fairer share of what we believe—and as you can imagine, it's a very sensitive question politically in Indiana, the amount of dollars that we contribute to national transportation.

Mr. RAHALL. Thank you very much, Phil. Let me just ask you one quick question before allowing the panel to be dismissed. You mentioned in your testimony that both of these projects, State Route 67 and the City of Columbus Front Door, had monies in the fiscal year 1994 appropriation bill.

Mr. SHARP. That's right.

Mr. RAHALL. And then they were deleted due to our inner fraternal squabble.

Mr. SHARP. Right.

Mr. RAHALL. But they were authorized in ISTEA, so they have received the support of this committee in the past.

Mr. SHARP. That's right. Now, we have to distinguish, because there are actually three things that we're talking about. This is a new study on Highway 37. Highway 67, we don't have any local constituents here for, but it is a vital concern that this committee had previously endorsed, as well as the Front Door project that Mayor Stewart was talking about. These were previously endorsed by the authorizing committee, but obviously not at the level that was necessary to complete construction.

Mr. RAHALL. I understand now. Thank you very much.

Mr. SHARP. Thank you very much.

Mr. RAHALL. Thank you, gentlemen. I appreciate your traveling to be with us today and your very valuable input to the subcommittee.

The subcommittee will now hear from a very distinguished colleague of ours. We are honored to have with us the powerful Chairman of the House Foreign Affairs Committee, a very dear friend, a very effective leader who represents the State of Indiana and represents our Nation very well on a number of issues of vital concern to all of us. I do now welcome the Honorable Lee Hamilton, Chairman of the Foreign Affairs Committee.

TESTIMONY OF HON. LEE H. HAMILTON, A REPRESENTATIVE IN CONGRESS FROM INDIANA

Mr. HAMILTON. Thank you very much, Chairman Rahall. I appreciate your very gracious comments. It's a pleasure to appear before you, and all of us in the House of Representatives are deeply grateful to you for the manner in which you go through these arduous hearings on the various projects that are of great interest to us.

I ask that you insert my written comments in the record, if you would, please, and I'll just make a couple of quick comments about the two projects that I'm testifying in support of.

One is a \$23.3 million request through fiscal year 1997 to design and construct U.S. 231 from the junction of State Road 66, which is in Spencer County, Indiana, to the border of Dubois County to the north, also in Indiana. The total project over a nine-year period would be \$103 million.

The second project is a request for \$37.8 million through fiscal year 1997 to design and construct another bridge over the Ohio River, extending I-265 from State Road 62 in Indiana to the interstate system in Kentucky. The total cost for that effort over nine fiscal years would be \$138 million.

On the U.S. 231 project, the idea is to put in a new four-lane highway to replace the existing two-lane road. The Indiana Department of Transportation has already done a lot of work on this 23-mile stretch. They've completed the project scope, they've completed the environmental overview. It's completed public hearings and begun design work on the route in 1994. They will acquire land in 1996 and 1997, begin construction in 1997, and the total cost is estimated to be about \$94 million or \$100 million.

The highway, incidentally, has had a great deal of interest from our esteemed Chairman of the Appropriations Committee, Mr. Natcher of Kentucky, because it connects up with a bridge outside

of Owensboro, Kentucky. The States of Kentucky and Indiana have agreed to replace the U.S. 231 bridge at Owensboro, and this new bridge will be built northeast of Rockport, Indiana, where U.S. 231 intersects with State Road 66. The bridge piers are already under construction, and work on the bridge will be completed in 1997 or 1998. This will connect up to the new bridge.

It's a very, very important project in southern Indiana. Spencer County is one of the poorer counties in Indiana and has enormous potential for growth. It includes the Lincoln Boyhood National Memorial, the Lincoln Boyhood State Park, Holiday World, and other enterprises that would greatly benefit from this road.

The other project that I'm testifying in support of is construction of a new bridge across the Ohio River in the Louisville, Kentucky area, across from Jeffersonville, Clarksville, and New Albany, Indiana. The States of Indiana and Kentucky have already agreed in principle to the construction of that bridge through a meeting that occurred this past year between the two Governors. Several studies have already been made. A consultant is now assessing the question of location for the bridge, and Indiana and Kentucky are working on a bridge corridor this year. We would hope to begin construction in 1998.

A new bridge there has all kinds of advantages. I'll just tick them off very quickly. It stimulates economic growth. I've been told that there isn't any other infrastructure project in the entire State of Indiana that would create more economic growth than this bridge. One estimate is 17,300 new jobs in the area. It provides a direct north-south interstate linkage to one of the major growth areas for the Kentucky and our region. The new bridge, of course, would forge very strong economic ties between the Indiana Counties of Clark and Floyd, and Jefferson County in Kentucky, and it would certainly alleviate a very, very bad traffic congestion problem that now exists there, improving travel times greatly.

I might also say that with other construction that will be going on in this area, this bridge is badly needed from the standpoint of just safety. We have very high accident rates in this area because of the congestion and really the fairly confused pattern of the highways in the region. Although most of the studies talk about economic development, I want to say that the safety factors here are very important as well.

Both States agree about the need for a new bridge. Both States are now working trying to develop a consensus with regard to the location of the bridge.

Federal funding is critical for the success of these two projects. The Indiana Department of Transportation has committed the State matching funds for the projects in its long-term highway program, but they cannot meet the costs of design and construction that I'm requesting here. And as my colleague Mr. Sharp mentioned to you just a moment ago, we are, of course, a donor State. We receive only 84 cents for every dollar that we send in to the Highway Trust Fund. That's been the position in Indiana for a long, long time, and we feel that we should get a higher return on the highway tax dollar that is paid in.

So, Mr. Chairman, I'm very grateful to you and Mr. Petri for your interest in this and your attention to it, and I stand ready to respond to any questions you might have.

Mr. RAHALL. Thank you very much, Lee, for your testimony. I note that you have responded to all of the questions the subcommittee asked, and submitted the answers in a timely fashion earlier this year. Your presence here today and testimony will be a big factor in our consideration as we try to be of assistance to you on this, if at all possible.

I note that U.S. 231 did receive appropriations in the fiscal year 1994 appropriation bill, and both projects are on the transportation plan of your State, showing their support as well. Is that correct?

Mr. HAMILTON. That is correct.

Mr. RAHALL. Thank you very much, Lee.

Mr. HAMILTON. Thank you.

Mr. RAHALL. Does the gentleman from Wisconsin have any questions?

Mr. PETRI. No. We're eager to work with you and your colleagues from Indiana. Yours is a crossroads State, and it's important to our whole country, and so it's appropriate that you would have a lot of projects.

Mr. HAMILTON. Well, thank you very much, and we thank you for your courtesy in hearing me out, and we'll be visiting further with you, I'm sure, about these matters.

Mr. RAHALL. Thank you, Lee.

The subcommittee will now hear from another distinguished colleague of ours, the Honorable John T. Myers from the State of Indiana. John is a very valued Member of that committee known as the House Appropriations Committee.

John, we welcome you to the subcommittee. We do have your prepared testimony, and we'll allow you to introduce your distinguished constituents who are with you today.

TESTIMONY OF HON. JOHN T. MYERS, A REPRESENTATIVE IN CONGRESS FROM INDIANA; HON. STEPHEN GOLDSMITH, MAYOR, CITY OF INDIANAPOLIS, IN; ROBIN G. BRANDGARD, PRESIDENT, PLAINFIELD TOWN COUNCIL, PLAINFIELD, IN; AND FRED BAUGHMAN, EXECUTIVE DIRECTOR, HENDRICKS COUNTY ECONOMIC DEVELOPMENT PARTNERSHIP, INDIANAPOLIS, IN, ACCOMPANIED BY RICH CARLUCCI, TOWN MANAGER, PLAINFIELD, IN, AND DAN THEOBALD, EXECUTIVE DIRECTOR, GREATER PLAINFIELD CHAMBER OF COMMERCE, PLAINFIELD, IN

Mr. MYERS. Well, thank you, Mr. Chairman. While the gentlemen are getting situated here, I want to thank you and ranking Member Tim Petri for your perseverance. We who serve on these committees know what a job it is to sit day in and day out, month in and month out, hearing all this testimony, but that's part of our job, and we all appreciate the job that you are doing here.

I'm here in support of a authorization to help the Indianapolis International Airport, which is one of the larger airports, one of the most rapidly growing airports in the country. They have a problem with traffic flow that my friends here are going to talk about.

Before that, I do ask that two letters be included in the record, one from State Representative Robert Benning, as well as a letter from the Board of Commissioners of Hendricks County, which is at the west end of the airport.

[The information follows:]

MAR-10-1994 11:03 FROM HOUSE OF REPRESENTATIVES TO

612022251649 P.01



STATE OF INDIANA
HOUSE OF REPRESENTATIVES

THIRD FLOOR STATE HOUSE
INDIANAPOLIS, INDIANA 46204

ROBERT W. BEHNING
3315 S. TIBBS AVENUE
INDIANAPOLIS, INDIANA 46221

1993-94

COMMITTEES:

URBAN AFFAIRS, R.M.M.

COMMERCE

ELECTIONS AND APPOINTMENT
GOVERNMENTAL AFFAIRS

March 10, 1994

The Honorable John T. Myers
Member, United States Congress
2372 Rayburn Office Building
Washington, DC 20515

Dear Congressman Myers,

As the State Representative for the Decatur Township/Guilford Township area, I am very supportive of the proposed interchange at I-70 and Six Points Road. The growth in economic and residential development that would result from the interchange certainly would justify the expense to create the interchange.

I applaud the City of Indianapolis, Hendricks County, and the State of Indiana in the joint effort to persuade United Airlines to develop the maintenance hub in our community. Considering the rigorous competition for the UAL contract, I am proud that our package was regarded as the best option for United. UAL must have seen potential in southwest Marion County and southeast Hendricks County; I hope other similar businesses will follow UAL's lead. Without question, the interchange is a vital component of continuing the economic growth for both UAL and other businesses (both existing and future). I hope we will be able fulfill the expectations that have been laid upon our region.

Growth in the community, both business and residential, has been substantial in recent years and there seems to be little indication of a change in that trend. The Six Points interchange will greatly facilitate this growth.

Your attention to this matter would serve as confirmation that Decatur Township and Guilford Township are, indeed, prosperous and vital communities. By approving the appropriation, you will help us create jobs, draw industry, and create the kind of marketability that our region so desperately needs and deserves.

Unfortunately, I cannot appear in person to express my support for the interchange; I hope this letter will serve as a representation of my views.

I thank you in advance for your attention to this matter.

Sincerely,


Robert W. Behning
State Representative



Board of Commissioners

HENDRICKS COUNTY

Richard D. Myers
Hursel C. Disney
John D. Clampitt

I-70 / 6 POINTS ROAD INTERCHANGE

PROJECT DESCRIPTION:

This project involves construction of a new four-lane, divided, restricted access facility along with a new I-70 cloverleaf for the North-South Corridor, and a trumpet-type interchange for Indianapolis International Airport.

This interchange is part of a major road project being planned to fill the need for a north-south arterial midway between SR 267 and I-465. The entire arterial is designed to handle the increased traffic volumes which will be produced by developments planned throughout the eastern portion of Hendricks County and western Marion County. Addition of this arterial is also expected to relieve some of the congestion on I-465 by providing an additional north-south route.

AREA BENEFITS:

The arterial road and interchanges will provide intermodel connectivity by accessing interstate highways (I-74 and I-70), Indianapolis International Airport, Conrail Railroad Yards, and the Clermont petroleum storage terminals.

The Indianapolis International Airport will be producing much greater traffic volumes, due to development of the Midfield Terminal, the United Airlines Maintenance Operations Center, and the increase of cargo operations because of the hub facilities of the U.S. Postal Service, Federal Express, and other carriers. The construction of the Midfield Terminal is expected to relieve congestion being experienced by the existing terminal, and the I-465/Airport Expressway interchange.

The petroleum storage terminal in Clermont generates a high volume of heavy truck traffic which can be routed around town and directly to major highways.

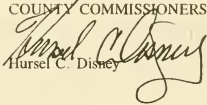
Major communities or activity centers which will be served include Plainfield, Avon, and Brownsburg (all in Hendricks County), developing residential and commercial areas of Indianapolis (in Marion County), and Indianapolis Raceway Park.

Major commercial, industrial, or residential developments are planned along this area of Hendricks and Marion Counties. The new arterial and interchange will aid the traffic movements generated by this high growth area.

INTERAGENCY COORDINATION:

An I-70 Interchange has been on the Thoroughfare Plan for Marion County, Indiana since 1968. This proposal was developed by a five agency task force comprised of the Indianapolis Department of Metropolitan Development, Hendricks County, the Indiana Department of Transportation, the Indianapolis Airport Authority, and the Indianapolis Department of Transportation. The Indianapolis Department of Metropolitan Development is acting as the lead agency to program this portion of the network.

BOARD OF HENDRICKS
COUNTY COMMISSIONERS


Hursel C. Disney

Mr. MYERS. Here today to give the testimony is, first, Steve Goldsmith, Mayor of Indianapolis. I think you have probably met Steve Goldsmith, the Mayor of Indianapolis, a number of times. He's testified before this committee in the past. We have Fred Baughman, who's the Executive Director of the Hendricks County Economic Development Partnership, which is the county on the west end of the airport. Robin Brandgard is the President of the Town Board of Plainfield, which is the next town west. We have Rich Carlucci, who is the Town Manager, and we also have Dan Theobald, who is the Chairman of the Chamber of Commerce of Plainfield.

These gentlemen can give you the facts on the need for this addition. It's really a congested area, a rapidly growing area. They can give you better testimony than I can, so I'm happy to present to you the Members of this panel.

Thank you.

Mr. RAHALL. Thank you, John.

Mayor Goldsmith.

Mayor GOLDSMITH. Congressman Myers, Mr. Chairman, thanks so much for putting us on your schedule. I appreciate Congressman Myers' constructive intervention in this critical project. I'm here really in three capacities: Mayor of Indianapolis; I'm here representing the Indianapolis Airport Authority; and I'm Chairman of the Metropolitan Planning Organization, the eight-county area essentially that has rated this project as one of the most critical in the area.

Let me just briefly say that the Indianapolis International Airport and the interstate system surrounding it is an important regional operation, and it is a transportation hub for the country. We are a center for interstate trucking. We represent a major, as the gentleman who will also be speaking in their county, a major freight railroad yard, and we've had enormous expansion—Federal Express, postal hub, and United Airlines—in those areas.

In this period of 1982 to 1989, there's been a 100 percent increase in passenger traffic at Indianapolis International Airport, and over the decade period of time, we'll see job growth in the areas surrounding the airport go from 1,000 to 10,000. So as we approach the next century, we are approaching a gridlock in this area, which is probably one of the fastest-growing areas in terms of job growth in the middle part of the United States.

The total effect on an interstate system that was designed 20 or 30 years ago is that it is suffering extreme stress, and we would estimate that well over \$200 million worth of highway improvements are needed in the areas surrounding the airport. In particular, we're here today to ask for Federal help with \$18.7 million of improvements for that area. These \$18.7 million will open up an important regional corridor called Six Points Road. It will provide an addition to the system which will relieve congestion on the interstate highway system, will enhance the passenger flow into the airport, and, we think, will create areas that could potentially bring another 10,000 to 15,000 jobs to the many communities surrounding Indianapolis.

For all of those reasons, Mr. Chairman, I think I can say, as Chairman of the metropolitan planning organization, that of all of the critical highway needs that we have in our community, none

is more urgent or critical than fixing the antiquated interstate highway system that surrounds our airport, an airport that is quickly moving to be the premier airport in terms of air freight and job creation, and one that is a rapidly moving area in terms of passengers as well.

Indianapolis and the State of Indiana, as I heard Congressman Sharp mention, and we agree, is a donor State, and the State funds available from the Federal Government simply are not sufficient for a project of this enormity. We would ask for help with this \$18.7 million, which will be leveraged against help from the counties, from the township, from the State of Indiana, and from the airport itself to solve this enormous problem.

Thank you very much.

Mr. BRANDGARD. Mr. Chairman and Members of the committee, on behalf of the Town of Plainfield and its surrounding community, I appreciate the opportunity to come and speak in favor of the proposed Six Points Road interchange.

The Town of Plainfield is a community of approximately 12,700 people, located directly west of the international airport. Plainfield is the largest community in Hendricks County and the closest suburban community to the airport. Since 1990, the Plainfield area has been experiencing new and different external influences that are accelerating the transformation of the once rural town into a vital suburban community within the central Indiana region.

Foremost among the influences are the plans of nearby Indianapolis International Airport to add and extend runways, to relocate the air passenger terminal, and to attract aviation-related business. These airport plans also require significant changes in the roadway system. A vital component of this new system is the proposed interchange at Six Points Road and Interstate 70.

The Six Points Road interchange is critical to the future growth and economic development of Plainfield, Hendricks County, Indianapolis International Airport, and the City of Indianapolis. The construction of the Six Points Road interchange will stimulate development in an area of approximately 1,000 acres located between Plainfield and the international airport. This area consists primarily of large tracts of agricultural land that would be available for future development.

As a result of the Six Points Road interchange, the town and Hendricks County will benefit by readily quantifiable assets, including increased sites for development, new job creation, and increased tax revenues for all taxing districts through a broadening of the tax base.

Already this type of development is taking place in expectation of improved accessibility offered by the proposed Six Points Road interchange. The United Airlines maintenance hub, the U.S. Postal Service Eagle Air hub, expansion of Federal Express, and the development of Air West Business Park in Plainfield and the Ameriflex Business Park south of the airport are just a few examples.

For the Town of Plainfield, Hendricks County, and the City of Indianapolis to take full advantage of our combined economic development assets and infrastructure investments, it is essential that the Six Points Road interchange be developed. The Six Points Road

interchange represents unprecedented cooperation and consensus on all aspects of this most important regional project amongst the Town of Plainfield, Hendricks County, Indianapolis International Airport, the City of Indianapolis, and the State of Indiana. We encourage Members of the Surface Transportation Subcommittee to look favorably upon this project.

Again, I thank you for the opportunity to be here.

Mr. BAUGHMAN. Mr. Chairman, I'd like to thank you for the opportunity also to be here today. Hendricks County, Indiana is a very fortunate area of the United States. From an economic development perspective, many factors make it an excellent location for doing business. Conrail has two active rail lines within the area, and Hendricks County is the home to the Avon Rail Yard. Indianapolis International Airport is located adjacent to Hendricks County's eastern border, which is the home to such business centers as the Federal Express hub, the U.S. Postal Service hub, and the newly dedicated Indianapolis Maintenance Center for United Airlines. Plus, Hendricks County is located adjacent to the great City of Indianapolis and all of its wonderful assets.

Yet there does exist one major flaw to the development potential of Hendricks County. Currently, all major highways within the county run east-west. I-70 runs east-west along the southern border of Hendricks County. U.S. 40 and U.S. 36 run east-west through the middle portion of the county. I-74 runs east-west through the northern border of Hendricks County, and I-65 cuts the northeast corner of the county. Consequently, no adequate highway means exists at present to get from the southern portion of the county to the northern portion of the county and to connect those highways. The proposed project would be vital to this connection.

In addition, from an economic development perspective, there are two other important factors for this project. The proposed highway would open up approximately 1,000 acres of currently vacant land for industrial and commercial development, thus creating additional jobs and payroll opportunities for the citizens of the Indianapolis area. And the proposed highway would open additional area to the benefit of the United Airlines project that currently is located in Indianapolis.

Again, Hendricks County, Indiana has many reasons to be thankful; however, this project would make the location better for businesses attempting to compete in today's global marketplace.

Mr. MYERS. Well, Mr. Chairman, on behalf of our colleagues here who have spoken to you and told you about the problem, we thank you for giving us the time.

This is not untypical where the facilities—the airport, the highway structure—were built for a time when the traffic wasn't as great. I use the airport. In fact, my wife is on her way there right now to cover for me tonight, because we're going to be here tomorrow. But it's not uncommon to see traffic backed up getting off the interstate bypass system, getting off into the airport.

So this is something that just has to be done, and moving the access a few miles west so we can relieve some of the congestion is the number one priority, I believe, in that area. It just simply has to be done. It's a safety factor having nothing to do about growth.

It can't grow presently. In fact, it can't accommodate the traffic that already is going into Indianapolis Airport. So it's an absolute necessity that has to be done, and it's the number one priority.

I do thank the gentlemen from their testimony, and thank you for giving us the time.

Mr. RAHALL. Thank you very much, John. I appreciate your testimony and that of those individuals who have traveled to be with us today. We will work with you on this. It is a very important interchange, as your testimony verifies, and we salute you, John, for the manner in which you have presented just this single project as a top priority of yours, without involving a whole laundry list of items like we sometimes receive. We appreciate that.

Mr. MYERS. Thank you very much.

Mr. RAHALL. The Chair recognizes the ranking minority Member, Mr. Petri.

Mr. PETRI. I just want to tell you, gentlemen, you're in very good company today. John Myers is one of the most, if not the most, effective Member of your delegation in the Congress and has done a tremendous job. There are work horses and show horses in many lines, and he's the work horse par excellence in the Congress. So we'll try to work with him and with you in making this happen.

Mr. MYERS. Well, I might add that Tim's in-laws come from the Indianapolis Airport area.

Mr. PETRI. Yes, that's right.

Mr. MYERS. So it's parochial, too.

Mr. PETRI. We have another colleague, Dan Burton, who's been very insistent regarding a project, and he's going to be testifying later. Indianapolis has a not unique, but very unusual governmental structure in that it is a city and a county all in one. There's the 96th Street interchange, and people in that part of the county feel frustrated, evidently, by what's happening, and so they're trying to come out here to get some relief. I wonder if you can give us any guidance or explain the situation from your perspective, just for a second.

Mayor GOLDSMITH. Thank you. I didn't want to impose on the committee. That part of the delegation will be here at 3:30, and I'll be on my way back, but I appreciate the opportunity to make a comment.

As you mentioned, I'm the Mayor of the city and the county executive of the county in our unified government. On the northern part of our county and the southern part of Hamilton County, which you may have noticed in the Wall Street Journal a couple of days ago was one of the fastest-growing communities in the country, we've reached a gridlock at one of our other interstate intersections, which is I-69. That is an enormously important retail area, upscale, white-collar growth area, and one that essentially—both of these counties—the county that surrounds me at this moment, Hendricks County, and the one that will surround me at 3:30, which is Hamilton County, both are seeing the population growth in the region in enormous amounts.

Although there are a little different aspects, the 96th Street widening would take substantial burden off of the I-69 interchange in the same way that this Six Points access will relieve some of the

pressure around the airport. They are both important projects, and although different, we recommend them to the committee.

Thank you.

Mr. RAHALL. Mayor, let me ask you just one quick question before we dismiss you. You mentioned you're Chairman of the MPO. Do you find that MPOs are working? I know this is unrelated to the project request, and we're getting into general ISTEA provisions, but just as an aside, do you feel that, given time, they will work better than perhaps they do now?

Mayor GOLDSMITH. I appreciate your question. I think that what you all did with ISTEA dramatically enhanced the ability of the MPO to referee regional issues. It's an interesting situation, because we're a little bit like other—we're the 12th largest city, but the population growth is all in the surrounding area. So there are difficult internal issues to referee. The way ISTEA enhanced the position of the MPO allows us to apply your guidelines to come up with priorities, and we did those. We have lots of projects and identified these two projects as the highest priorities—this perhaps the most urgent, and 96th Street as a high priority as well.

I commend you that ISTEA gave flexibility not only in the authority of the MPO, but what you are beginning to allow through ISTEA for us to do with our Federal dollars is much more creative, and I think it will leverage more projects than the traditional way that it's been utilized.

Mr. RAHALL. Thank you.

Mayor GOLDSMITH. Thank you.

Mr. RAHALL. Thank you very much, John.

The subcommittee is now honored to hear from our distinguished colleague from the State of Ohio, the Honorable Ralph Regula. Ralph also serves on the Appropriations Committee and has been very helpful to us in my home State of West Virginia on a number of issues, especially relating to the abandoned mine reclamation fund, from his position on the Interior Subcommittee of Appropriations.

Ralph, we welcome you to the subcommittee, and thank you very much for your effective leadership on a number of issues before our body.

TESTIMONY OF HON. RALPH REGULA, A REPRESENTATIVE IN CONGRESS FROM OHIO, ACCOMPANIED BY JERRY WRAY, DIRECTOR, OHIO DEPARTMENT OF TRANSPORTATION; JOHN R. PLATT, ASSISTANT DIRECTOR FOR MODES TRANSPORTATION, OHIO DEPARTMENT OF TRANSPORTATION; AND CHERYL WORLEY, CHIEF LEGISLATIVE OFFICER, OHIO DEPARTMENT OF TRANSPORTATION

Mr. REGULA. Thank you, Mr. Chairman. I know you've got a long, busy day. We've been, in the Interior Committee, through two days of about 100 Indian tribes, five minutes apiece, so I have some sympathy with what you're doing.

Mr. PETRI. You didn't bring your hat. [Laughter.]

Mr. REGULA. Right. I forgot the war bonnet. But you're probably in somewhat the same situation we are. If we added up all the requests we've had, it would take the entire budget, with nothing left for those parks in West Virginia. [Laughter.]

We wouldn't want to do that, and if we did, it might get changed in the Senate. [Laughter.]

Well, I'm pleased today to have with us Jerry Wray, the Director of the Ohio Department of Transportation, and John Platt, the Assistant Director for Modes, and Cheryl Worley, who's the Chief Legislative Officer. They're here not only to share this with me, but also some of the other Ohio Members that will be testifying.

Ohio has an excellent highway department. They've been very helpful to all of us, and they've been very good in providing backup, the type of thing that you, as Members of the committee, want to know before you commit Federal dollars. I think that you'll find as you examine what we have submitted that the information will be very solid in terms of supporting our programs.

I know you have very tight time constraints, and I'll get through the testimony as quickly as possible. I have submitted formal testimony for your review and will just spend a few minutes on each of the projects as they affect the 16th District.

When you decided to move the National Highway System legislation early and to allow for authorization of projects, I started to work with the Ohio Department of Transportation to identify all of the needs in Ohio, because, as you know, I serve on the Transportation Appropriations Subcommittee, and eventually some of this activity that will be authorized here will get to the funding committee.

The requests which have been submitted all represent needs above what the State has the resources to accomplish. In addition to the information you have requested be provided for each project, I also had criteria which I believe we needed to use in identifying our requests. The project had to be a necessity either for safety or economic development purposes, not just for convenience, and I emphasize that. They had to be ready to go. So all of these are within these constraints. These are not requests where the funds will sit around for years until it gets under way. They would be ready to go as soon as there would be an authorization and appropriation. The projects had to be practical, cost effective, and pragmatic solutions to pressing transportation problems, and I think that these requests fulfill all of my self-imposed criteria.

Specifically, let me touch on a number of items. As you can see from the map of Ohio, Ohio needs to improve its east-west corridors. One of the Governor's high priorities is to upgrade State Route U.S. 30. It is still two lanes with traffic signals in many parts. Two sections are in my district, and they pose severe safety problems because traffic on a four-lane limited access segment then gets squeezed to two lanes. So what you have is four lanes, and then down to two, and then back to four, and it creates a real hazard, and to have the effective east-west corridor that's very important to economic development in Ohio, we need to upgrade Route 30 all the way across the State.

I also have two smaller requests that overlap in other districts. One is for U.S. Route 62 from Alliance, in the 16th District, to Sebring, which goes into Congressman Traficant's district, and this would continue an existing four-lane highway between the two communities. Again, it's somewhat the same problem I mentioned earlier.

The second request would study the feasibility of a connector from Mount Vernon to I-71, which, of course, is a major north-south interstate. Mount Vernon is a city that's growing, it has a number of industries, and they very badly need a good connector highway to the interstate, because there's a high volume of truck traffic moving products in and out of Mount Vernon, and it relates very directly to jobs in that community. Again, a portion of this would be in Congressman Oxley's district.

I'd like to move to a different type of request, and that is for an authorization to use existing funds. The Ohio Department of Transportation has plans for a public-private partnership to establish a rail-truck intermodal center in Stark County. This is part of the 16th District. I'm requesting authorization to use Congestion Mitigation/Air Quality Program funds for the project and to be able to loan these funds, using the payback to create a revolving fund for other transportation projects.

The Stark intermodal project would relocate a portion of a rail line to allow the expansion of a major food distribution center and the construction of a new intermodal facility, using CMAQ funds as proposed because of the considerable reduction of traffic congestion and the significant improvement in air quality. This project will result in the reduction of 10,000 annual truck trips by approximately 500 miles per trip. Obviously, it would create and retain more than probably about 1,000 jobs in this area.

The Federal Highway Administration has reviewed the project and, although very supportive of the concept, they presently believe that the loan aspect requires congressional authorization. In other words, this committee would need to authorize them to make the loan, even though the money is already appropriated. I think this is an ideal project where everyone wins, including the environment.

As the senior Republican of the Ohio Republican delegation, I was asked by the Governor to present several requests that impact statewide or that encompass several congressional districts. Two requests for START, the Strategic Test for America's Rail Transportation and the local government bridge replacement affect several districts. The bridge request would begin work on bridges in 17 districts which have been closed due to deteriorating conditions. The START rail request would begin to develop passenger rail service through northern Ohio, and other Members may also be expressing their interest in this program.

All of these proposed highway improvements are on the National Highway System and, I think, represent a very responsible investment of highway tax dollars to generate jobs and economic growth in the State of Ohio and in the area that I represent.

Mr. Chairman, I thank you very much for your time. I'd be pleased to answer questions, and I'm sure that the staff and the director from the Ohio Department of Transportation would likewise be receptive to any questions.

Mr. RAHALL. Thank you very much, Ralph.

Mr. Director, do you wish to make a statement?

Mr. WRAY. I have no statement.

Mr. RAHALL. Okay. The Stark County intermodal center, then, is just an authorization, Ralph; is that correct?

Mr. REGULA. It would allow the Federal Department of Transportation to use CMAQ funds. They're a little uncertain as to what the language in the present law means. There's some ambiguity, and they're hesitant to go ahead and use the CMAQ funds without having additional authority from this committee. But it's already appropriated and, therefore, just needs that authorization.

Mr. RAHALL. And U.S. 30 is on the Secretary's submitted National Highway System Mileage Program; is that correct?

Mr. REGULA. That's correct.

Mr. RAHALL. So it has the support of the State as well.

Mr. WRAY. Absolutely.

Mr. RAHALL. Okay. I have no further questions, Ralph. Thank you very much. I appreciate your being with us and all your help on both the Interior and Transportation Subcommittees.

Mr. REGULA. Thank you, and I want to say again I really appreciate the fact that you're allowing additional authorizations in the NHS bill, because the time lag of what used to be six years is simply too long, given the changing conditions that exist in the rapidly developing parts of our Nation and how important it is to the economic growth.

Mr. RAHALL. Well, that's why the subcommittee, the full committee Chairman, and I have a strong desire to move this bill this year rather than to wait until the legal deadline of September 30, 1995.

Mr. REGULA. We very much appreciate that, particularly after last year.

Mr. RAHALL. I'm going to recognize the ranking minority Member now, Mr. Petri.

Mr. PETRI. Thank you. I appreciate your working very closely with your colleagues and your delegation and with your State authorities and their being here today. I think I'm not being presumptuous in saying that our Chairman and subcommittee Chairman and those on our side, too, really want to work very closely with all of you on the Appropriations Committee to avoid what happened last time and try to move the process forward in an orderly way. So we're obviously going to put our time in here. It's not all glory in this business.

Mr. REGULA. We appreciate that, and we all, in the final analysis, care about people and jobs, and that's why we should work as a team.

Mr. RAHALL. Thank you very much, Ralph.

The subcommittee is honored to hear now from a distinguished colleague of ours. He happens to be representing an area just across the river from Huntington, West Virginia, our colleague from the State of Ohio, the Honorable Ted Strickland.

Ted, welcome to the subcommittee.

TESTIMONY OF HON. TED STRICKLAND, A REPRESENTATIVE IN CONGRESS FROM OHIO

Mr. STRICKLAND. Mr. Chairman, thank you for having me, and Congressman Petri and other Members of the committee. I appreciate the opportunity to speak with you today, and I am very thankful that my friends from the Ohio Department of Transportation are able to join with me today as well as with Congressman Regula.

Mr. Chairman, I would like to begin by asking unanimous consent to include the testimony of Steven Story, who is the Co-Chairman of the Southeastern Ohio Regional Council Route 33 Committee, in the hearing record.

Mr. RAHALL. Without objection, his prepared statement will appear in the record.

[Statement referred to follows:]

SUBMITTED BY THE SOUTHEASTERN OHIO REGIONAL COUNCIL ROUTE 33 COMMITTEE
BY STEVEN L. STORY, ATTORNEY AT LAW, CO-CHAIRMAN

Chairman Rahall, Congressman Petri and members of the Subcommittee on Surface Transportation: Thank you for allowing me to submit the following testimony in support of US Route 33-124. I am presently Co-Chairman of the Southeast Ohio Regional Council's Route 33 Corridor Committee. The members of our committee and I are very pleased at the Subcommittee's efforts to authorize the National Highway System and appreciate your consideration of the Route 33 Corridor as part of that system.

Our committee presently consists of approximately 50 individuals from Fairfield, Hocking, Athens and Meigs County Ohio, as well as representatives from Jackson County, West Virginia. It is our feeling that the Route 33 Corridor is not only the shortest route between Columbus and Charleston, but a tremendously important development tool for all of Southeastern Ohio and West Virginia. While it may seem that the bulk of the work that needs to be done on 33-lies primarily in Meigs and partly in Athens County, the project would have profound effects on development in both states and beyond. The following is a history of our committee and Route 33 generally and hopefully it will provide you some information that might assist you in your efforts to assist us.

I would like to tell you a little about the background history of this most important of highways. The Route 33 Corridor consists of a section of Route 33 from Columbus, Ohio to Pomeroy, Ohio and then SR 124 to the Ritchie Bridge in Ravenswood, WV. A large portion of Route 33 was completed during the 1960's and early 1970's including a six mile stretch between Darwin and Rocksprings in Meigs County, Ohio. The section between Rocksprings, Ohio which is just North of Pomeroy to the Ritchie Bridge in Ravenswood is approximately eighteen miles long and has been designated by the Ohio Department of Transportation as the Ravenswood Connector.

The section between Darwin to Athens is known as the Darwin to Athens Connector portion of this. Upon completion of these two sections, the Lancaster bypass and the Nelsonville bypass, Route 33 would be a continuous four lane highway from Columbus, Ohio to Charleston, West Virginia. However, the last time any pavement was constructed in Meigs County was in 1968.

In the late 1970s the State of West Virginia issued a challenge to the State of Ohio and offered to build the Ritchie Bridge in Ravenswood. Ohio committed to build a highway on the other side of the Ohio River by the time West Virginia completed the bridge. The Ritchie Bridge was completed in October of 1982 and of course no highway was on the other end of it. However, in 1982 an Environmental Study, which as you know is necessary prior to the spending of any Federal highway funds, was commissioned and nearly a million dollars was spent on the consulting firm who went bankrupt. Some field work was completed over the portion known as the Ravenswood Connector.

In 1990 the State of Ohio recognized this highway as an important economic development tool of Southeastern Ohio. However, as all projects in the State compete for funds and priority, it was not until 1991 when our Route 33 Committee became very active in the Southeast Ohio Regional Council (SEORC) that we moved from low to high priority status. Since then we have met numerous times with the representatives of the Ohio Department of Transportation (ODOT) and other legislators. SEORC has now rated the Route 33 Corridor as a top priority.

In addition, in December 1991 ODOT announced that it would be hiring an environmental consultant to complete the Ravenswood Connector and the URS Company has been hired as the consultant. The URS company was previously the subcontractor for the company that went bankrupt so they did have some of the information and have made good use of it since that time. Recently, Federal approval was obtained for a break out of the section between Rocksprings, North of Pomeroy, and Five Points at SR 7. Please note that the Environmental studies are due to be

completed in August of 1994 for the Ravenswood Connector. Similarly the Athens to Darwin section environmental studies are estimated to be done by April of 1995. We are appreciative of the fact that the State of Ohio is moving ahead on this project however, we also understand the vital importance of federal assistance in order to complete construction of this Corridor.

Since no Federal highway dollars may be spent without an Environmental Study it is critical that those be completed as soon as possible and that funding be obtained.

As you are very aware, economic development is critical to the Appalachian area. Clearly many of the counties of Southern Ohio and West Virginia would benefit greatly by the completion of a major corridor such as the Route 33. In addition, there are a number of sites in the Ravenswood Connector area which would be affected, enhanced and complemented by the completion of the Ravenswood Connector.

The following is a list of some:

1. **GREAT BEND INDUSTRIAL SITE.** This is a twelve hundred acre parcel of real estate presently owned by American Electric Power near Portland, Ohio. This site lies very close to the proposed Route of the Ravenswood Connector. Recently, in a December meeting with the Ohio Department of Development, the Governor's Office of Appalachia, Buckeye Hills and the Meigs County Chamber of Commerce, American Electric Power committed 300 acres of this site to development. The site of course is a few minutes drive from Interstate 77 and has access to the Ohio river as well as to the highway.

In addition the Department of Development has pledged \$15,000.00 to finance a feasibility study for this site and recently the consulting firm of Burgess and Niple was hired to conduct this study.

This property has been owned for more than thirty years by American Electric Power and has just been made available for development so we hope that this will turn into a major industrial or manufacturing site to provide jobs for both residents of Southeastern Ohio and West Virginia.

2. **RAVENSWOOD PORT AUTHORITY.** Recently in speaking with the representative on our committee, Jack Burlingame from the Jackson County, West Virginia Department of Development we found out that the State of West Virginia had designated Ravenswood as a Port Authority. It is my understanding that this would allow Ravenswood to obtain certain benefits such as a duty free port to enable large amounts of trade to be drawn into the area by virtue of this status.

In addition there are numerous businesses along the Corridor which ship products not only to Columbus but also South and even to places outside of the country. They could also receive materials and products from outside of the United States. Obviously, a duty free port in Ravenswood would enhance this trade tremendously.

3. **AGRICULTURE.** Southern Ohio and West Virginia have a very large agriculture and truck farming operation, including but not limited to vegetables, fruits and flowers. These markets would be expanded if transportation were facilitated.

4. **TOURISM.** Obviously Southeastern Ohio and West Virginia and the Ohio River provide some of the most spectacular areas for tourism in the country. There are hundreds of miles of river coastline for fishing, boating, camping and other water sports. This area is already a major source for hunting and hiking and has many historical landmarks. All of these could be expanded with better transportation and provide a tremendous boost to the chronically high unemployment and underemployment in Southeastern Ohio and West Virginia.

The economies of Appalachia, due to their isolation, tend to be far too dependent upon one or two industries. Diversification and development of these economies are solutions to the poverty and unemployment in Appalachia. Adequate transportation is critical to such diversification.

Chairman Rahall, I am hopeful that your Subcommittee will be able to assist in expediting the completion of the US Route 33 Ravenswood Connector.

In closing, Mr. Chairman and members of the Subcommittee, I appreciate your allowing me to submit this testimony to your subcommittee. I hope I was helpful in emphasizing the importance of adequate federal support for this project.

If anyone would like to discuss this further I can be reached at an address and phone number last submitted with your committee.

Mr. STRICKLAND. Thank you, sir.

I'd like to begin by describing the district that I serve. It's a part of the country that is identified with high poverty, chronic unemployment, a deficit or non-existent infrastructure, and a structurally weak economy. It's an area that has in the past had smoke-

stack industries, and they are disappearing. Mining in southern and southeastern Ohio has been severely impacted by the competition from adjoining areas and from the Clean Air Act, and the prospects for new major employers in the region are dim. I recently found myself fighting to defend the continued operation of the Piketon Uranium Enrichment Plant, which is my district's largest employer, employing about 2,000 employees.

But southern Ohio is not without resources. It has an abundance of natural resources, including the Wayne National Forest and the Ohio River. In my district alone, there are seven institutions of higher education, including Ohio University, Rio Grande University, Marietta College, Shawnee State University, Wilmington College, Washington State Community College, and Hocking Technical College. The citizens of southern Ohio are hardworking people, and they are looking for opportunities to create a better future for their children and grandchildren.

My reason for testifying today is because this part of the country will continue to be left behind economically as long as its infrastructure remains undeveloped. New businesses have little incentive to "set up shop" without having easy access to a workable transportation system. Tourism, an industry offering great promise for the region, has little chance of rapid expansion without a developed infrastructure. The existing road system is made up largely of winding, single-lane routes, with truck traffic fighting its way through the region to outside major cities.

I have submitted five highway projects for authorization on behalf of the people of the 6th District, and each of these projects could have a significant economic impact on the State. Each of the projects which have been submitted to the subcommittee for specific authorizations are proposed within the National Highway System and the State of Ohio's plan for developing the transportation infrastructure of this region. The projects are intended to promote economic development and enhance safety.

But, Mr. Chairman, there is a project which has special importance, and that is the so-called Ravenswood Connector. The greatest contribution of this project is that it will play a role in the development of the entire region. Not only will the Ravenswood Connector advance economic development in Ohio and West Virginia by increasing access to Columbus, but this route will also eventually play a greater role in the development of the entire region of southern Ohio. It will provide access to the proposed Interstate 74 corridor crossing southern Ohio.

I am not here today seeking funding authorization for the proposed Interstate 73/74 corridor, but I cannot overly stress the importance that this project will have to the long-term development of the region.

Mr. Chairman, in closing, I would like to make three points for this committee. First of all, not a single specific funding authorization was made for the region I represent under the ISTEA legislation. That is why I am so appreciative of the subcommittee's efforts to include projects that were overlooked under ISTEA.

Second, both the State of Ohio and the Federal Government have recognized the importance of these highway projects to the develop-

ment of the region by including them in their transportation network plans.

Third, these projects will have a positive economic impact on the entire region. I would like, for the committee's purpose, to point out on the map that the particular Ravenswood Connector project, of which I'm speaking, would connect Pomeroy, Ohio to the Ravenswood Bridge, which crosses into West Virginia. Mr. Chairman, it would not only benefit my district, but it would benefit your state as well.

In closing, I would like to thank you, Mr. Chairman, and I would like to thank Mr. Petri and my other colleagues on this subcommittee for giving me the opportunity to present this request to you and to talk about its importance, and I would like to thank you for your careful consideration of this very, very vital project for the lives of thousands of men, women, and children who live in southern Ohio and in West Virginia.

Thank you.

Mr. RAHALL. Thank you very much, Ted, for your presentation today. I note that the projects that you discuss in your testimony have all been submitted to us on time, and we have all the information relevant to the 18 questions the subcommittee asked, and I note as well that they're all on the Secretary's recommended National Highway System that he has submitted to us.

Mr. STRICKLAND. That's right.

Mr. RAHALL. Now, of course, we still have to make decisions, but I appreciate very much your being with us today and the information you provided us.

Mr. STRICKLAND. Thank you, Mr. Chairman.

Mr. RAHALL. Does the ranking minority Member have any questions?

Mr. PETRI. No, thank you.

Mr. STRICKLAND. Thank you.

Mr. RAHALL. Thank you, Ted.

The subcommittee will now hear from another distinguished colleague of ours from the State of Ohio, the Honorable Deborah Pryce, and I will allow her to introduce the panel that's with her.

TESTIMONY OF HON. DEBORAH PRYCE, A REPRESENTATIVE IN CONGRESS FROM OHIO; CHARLES GLANDER, CHAIRMAN OF THE BOARD OF TRUSTEES, CENTRAL OHIO TRANSIT AUTHORITY; MOHAMED ISMAIL, DIRECTOR OF TRANSPORTATION, MID-OHIO REGIONAL PLANNING COMMISSION; AND C. LEE JOHNSON, CHAIRMAN, GREATER COLUMBUS INLAND PORT COMMISSION, AND PRESIDENT, LIMITED DISTRIBUTION SERVICES

Ms. PRYCE. Thank you, Mr. Chairman, Congressman Petri. It's a pleasure to be here before you today. I appreciate your indulgence and the time that you're taking with us.

Before presenting my remarks, I just want to state to you that I am going to very briefly describe our request and allow the folks who know much more about it than I do complete the remarks.

The first project that we'd like to bring up is the light rail line, which is approximately 15 miles in length, which would connect

downtown Columbus, the campus of Ohio State University, and suburban activity centers located north of our downtown.

The second project is an intermodal highway project located in the Alum Creek industrial corridor. An existing two-lane road would be widened to five lanes to accommodate a substantial increase in projected truck and auto travel.

Both of these projects have the strong support of our local public officials, business, and our local community. Letters of support have been provided to the subcommittee staff. Both of these projects have my unqualified support.

Mr. Chairman, with your permission, now let me introduce to you my friends from back home: Charles Glander, the Chairman of the Board of Trustees at Central Ohio Transit Authority; Mohamed Ismail, Director of Transportation for the Mid-Ohio Regional Planning Commission; and Lee Johnson, President of Limited Distribution Services.

With your permission, I would now ask Mr. Glander to give the information about the light rail project.

Mr. GLANDER. Thank you, Congresswoman Pryce, and thank you, Mr. Chairman, for the opportunity to be here. Our prepared remarks have been submitted, and I'll try to just hit highlights quickly this afternoon.

We appreciate the opportunity to augment the testimony of our esteemed Congresswoman, Deborah Pryce. While I'm a partner in a law firm in Columbus, Bricker & Eckler, I appear here today as the unpaid President of the Board of Trustees of COTA, the Central Ohio Transit Authority.

We're seeking authorization at this time for the Greater Columbus Light Rail project. It's approximately 12 miles from the Franklin County complex in southern downtown Columbus, north to southern Delaware County, plus about a three-mile extension to the Ohio State University Campus. All is to be built at grade in High Street, Columbus' principal downtown transit corridor, to north of the Convention Center, and then it will switch over onto Conrail-Norfolk Southern private rail rights-of-way. At about the Ohio State fairgrounds, a spur will connect with the university.

I'd like to contrast two other cities—Portland, Oregon, with 85,000 downtown employees, and San Diego, with 70,000 downtown employees—and adding them together, they have less than the population concentration in Columbus' two areas, which is about 84,000 persons downtown in the central business district transiting in and out daily, and another 85,000 students and faculty transiting in and out daily of the Ohio State University campus, which includes also a major teaching, research, and regional cancer center hospital complex, also to be served by this project. Those other two cities?—San Diego and Portland—success with the light rail is legendary, and I suspect you're well aware of it.

The Greater Columbus Light Rail project compares very favorably with proposals from elsewhere in the Nation, because it requires no tunnels or extensive aerial structures. It's to be at grade. It does not require demolition of existing housing stock in our city, since it uses existing railroad rights-of-way.

The project is being subjected to vigorous analysis by some of America's best-qualified consulting firms, including Parsons-

Brinkerhoff-Quade-Douglas and BRW. Those firms have been contracted by the Mid-Ohio Regional Planning Commission, which is our metropolitan planning organization, or MPO. COTA and MORPC are operating in a virtual partnership in the planning and design of this project, just as has been envisioned by the ISTEA Act.

COTA's board, based on information quantified by the study and the planning process, believes that light rail is the most cost effective means of serving our community. High occupancy vehicle lanes were considered, but there is insufficient land available to construct them along Interstate 71. The cost effectiveness index for the light rail project, calculated as prescribed by the Federal Transit Administration, is \$8, which compares highly favorably with many other projects in the country running as high as \$15 or more.

The project will not only serve the central business district and Ohio State University, but also the Ohio State fairgrounds, which is a highly used year-round facility attracting hundreds of thousands of visitors annually, not just from Ohio for the State fair and for sporting events, but from the world for such things as the World Quarter Horse Congress and many other events.

Our request is for current project authorization. It's unanimously supported by COTA's Board of Trustees, which I head, and it is made to enable appropriations requests later in fiscal years 1996 and 1997 for engineering, design, and right-of-way acquisition totalling \$40 million. Post-ISTEA, an additional authorization of \$232 million will be necessary.

In Columbus, the whole community gets behind important projects, so I also appear to support the request that's about to be made and discussed by the next two witnesses.

I thank you very much, Mr. Chairman, for the opportunity to be heard today.

Ms. PRYCE. At this time, with your permission, Mr. Chairman, I'd like to introduce Mr. Ismail.

Mr. ISMAIL. Thank you very much, Deborah Pryce and Members of the subcommittee. I do appreciate this opportunity to be here.

I would like to start with the preamble to the ISTEA, which clearly says the National Transportation System be developed to compete in the global economy and to move people and goods in an energy-efficient manner. The policy further declares the transportation system shall consist of all forms of transportation, promoting economic development and supporting the Nation's preeminent position in international commerce.

Columbus, Ohio is very strategically located. Within 500 miles, which is one truck distance, we can reach 50 percent of the people of the United States and also 60 percent of the manufacturers. Columbus has got great assets. It has a very well developed freeway system. It has two major airports. In addition to that, the private sector runs three intermodal rail track yards, a national trucking network of 130 truck lines, and also we have 150 major distribution centers with over 50,000 square feet of area.

Recently, U.S. Customs also declared 1,642 acres as foreign trade zone in Rickenbacker Air Force Base, and the United Nations has also declared the City of Columbus as the only import port for the North American Continent of the total 16 in the world.

In recognizing all the assets of the City of Columbus and its strategic location, the leadership created an Inland Port Commission with the cooperation of the City of Columbus, Franklin County, the State of Ohio, and the Chamber of Commerce. The Inland Port Commission is to develop marketing in Columbus for its assets and also to develop relationships with the sea ports and also bring the public and the private sector together.

This Inland Port Commission is a 40-member commission, which includes not only the private sector, but also the metropolitan planning organization. We, as an MPO, using the flexible funding of the ISTEA, made a transfer of the STIP funds to do what you call an infrastructure improvement study to look at our current assets and to find out the future of freight demand and to find out what kinds of improvements are needed to move the freight economically, efficiently, and reliably.

The private sector participated as three councils of the Inland Port Commission, which are the Transportation Committee, the Shippers Committee, as well as the Trade Council.

The conclusions of the study are extremely interesting. It identified a strong increase in the freight, from 170,000 containers per year to 390,000 containers per year, in these three intermodal yards. In addition to that, the air cargo was projected to increase from 66,000 tons per year to 404,000 tons per year. The truck traffic is supposed to increase from 15,000 to 22,000 per day. The warehousing is supposed to increase from 80 million square feet to more than 134 million square feet by the year 2010.

The conclusions also identified a total infrastructure improvement of more than \$200 million, and we are more than \$40 million short to be able to make up this particular thing.

One of the major projects we came up with is Alum Creek Drive, which was referred to by our Congresswoman. It's a four-and-a-quarter-mile two-lane road which is being widened to five lanes. It's an essential gateway to the freeway system from trucking terminals, railroad yards, and warehousing and distribution facilities. Preliminary engineering is in progress, and the construction of this project has been delayed for the lack of \$45 million of Federal share.

We have found in Columbus the cost of moving freight is relatively low in comparison to areas such as New York, Atlanta, and Chicago. Our desire is to keep it low so that we can succeed as a major distribution center.

There are several economic benefits that have been identified. There will be 45,000 new additional jobs, and there will be about \$900 million worth of corporate revenues as a result of this inland port we are talking about. There is also a very strong commitment by the private sector to spend \$100 million in major improvements to railroad yards as well as for warehousing and for distribution centers. The public sector has also made a strong commitment for other non-transportation infrastructure improvements, such as water, sewer, and other drainage facilities.

The Alum Creek Drive project has been fully supported by all sectors of our area, and we ask your support for this particular project, too.

Thank you, Mr. Chairman.

Ms. PRYCE. And may I introduce Mr. Lee Johnson.

Mr. JOHNSON. Thank you.

Mr. Chairman, it's a real pleasure to be here today in support of the Alum Creek project. I am President of Limited Distribution Services, which is the distribution subsidiary of The Limited, Inc., but I'm appearing before you today as the Chairman of the Greater Columbus Inland Port Commission.

The Inland Port Commission was created in October of 1992 to provide economic growth and the creation of jobs in the Greater Columbus area of central Ohio. It is an effort that brings together large and small business with all the elements of the public sector to build upon a strong foundation of logistics and distribution in the Greater Columbus area. I really believe that this project has great merit for the following reasons.

First of all, the project is an outstanding example of an intermodal transportation facility envisioned by the "I" in ISTEA. It will link air cargo facilities at the two major airports with rail terminals, truck terminals, industrial parks, and many large warehouses and distribution facilities.

Second, Columbus is a vital and growing major distribution point in the United States. This project will add 25,000 jobs to our area by the year 2010.

Third, the project will make central Ohio and the Nation more competitive relative to foreign competition. The project will serve a large number of firms which now compete worldwide, including Whirlpool, Spiegel, Honda, Libby Owens Ford, and The Limited. This project will reduce the cost of shipping materials to the plants and shipping finished products to overseas markets.

The coordinated timing of improvements in both transportation services and infrastructure is essential to the effectiveness of our inland port program in Columbus. This project is being funded not just with public money, but by investments of hundreds of millions of dollars by the private sector. As an example, both Conrail and Norfolk Southern have begun improved rail intermodal service to Columbus. Norfolk Southern will double the size of its intermodal yard this year on the southeast side of Columbus. Improved access to this facility is essential to enable the value of the improved rail service to be realized by the shippers, the receivers, and the trucking firms which want to use it.

The proposed improvements to Alum Creek Drive constitute an integral part of the better access required to the intermodal yards and to freight terminals, manufacturing plants, and distribution facilities in this corridor. The funds which we are requesting are necessary to enable the infrastructure changes to be effectively coordinated with the service improvements of the private sector.

The entire set of improvements is necessary to support the growth in the freight movement and related economic growth taking place in the Greater Columbus area.

On behalf of the Inland Port Commission and the team of private sector firms, public agencies, and public officials implementing this program, I urge the favorable consideration of our request by your committee and the Congress for \$25 million for an intermodal highway project.

Thank you, Mr. Chairman, for this opportunity today.

Ms. PRYCE. Thank you, Mr. Chairman. That does complete our presentation. We'd be happy to respond if there are any questions, and if not, we request permission to leave our statements for the record.

Mr. RAHALL. Thank you, Deborah. Without objection, your prepared statements will appear in the record. We note that you have been very responsive to our set of questions, and on time, and I think certainly you've shown us through the testimony presented today an example of what the Intermodal Surface Transportation Efficiency Act is all about, especially the intermodal aspect of that act. So we appreciate your testimony very much.

Ms. PRYCE. Thank you very much.

Mr. RAHALL. The gentleman from Wisconsin?

Mr. PETRI. No questions, Mr. Chairman.

Mr. RAHALL. The gentleman from Missouri, Mr. Emerson?

Mr. EMERSON. No questions, Mr. Chairman.

Ms. PRYCE. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you.

The subcommittee will now hear from a panel of our colleagues, the Honorable Dave Hobson and the Honorable Tony Hall from the State of Ohio.

As our colleagues are coming forward, we want to welcome them to the subcommittee and thank both Dave and Tony for their very effective leadership.

We'll turn it over to you, Dave, first. You may proceed in whichever manner you desire.

TESTIMONY OF HON. DAVID L. HOBSON, A REPRESENTATIVE IN CONGRESS FROM OHIO; AND HON. TONY P. HALL, A REPRESENTATIVE IN CONGRESS FROM OHIO

Mr. HOBSON. Thank you, Mr. Chairman, Members of the committee. To accommodate our colleague and my next-door neighbor, Tony Hall, I want to thank the committee for allowing me to share my time with him. I will speak on my projects, and then he will speak on his.

As a former Member of the Committee on Public Works and Transportation, I feel as though I've come home to request authorization for three highway projects important to my congressional district. All of the projects are, one, supported by the Governor, the Ohio Department of Transportation, the State Senators, State Representatives, county commissioners, mayors, and chambers of commerce in the respective areas; two, the projects are on the transportation improvement plan; three, they are consistent with ODOT's Access Ohio Highway Plan; and, four, are on the National Highway System proposed by the U.S. Department of Transportation officials.

First let me discuss the projects. Number one, U.S. Routes 22/33 Lancaster Bypass, Fairfield County. The Federal share is \$41.2 million. Through the courtesy of your committee when I was a Member of the committee, the Lancaster Bypass was designated as a high-priority corridor project in the 1992 technical corrections bill to ISTEA, but it subsequently died in the Senate. This is the only Ohio highway serving the southeast part of the State connecting to

the center. It is the link between Interstate Route 270 around Columbus, Interstate Route 77 in West Virginia, and points south.

Historically, the area has been poorly served by highways, yet experienced really tremendous growth. The project is so important that the State has already begun preliminary engineering at its own expense. It became a priority for me, Mr. Chairman, when I first learned that I would represent this area in Congress as a result of the redistricting that followed the 1990 Census.

Two, U.S. Route 68 Urbana Bypass and Widening, Phase II, which is Clark and Champaign Counties. The Federal share is \$62 million. This, it is very important to note, is a continuation of a project for which your committee generously provided \$15.8 million in ISTEA. Route 68 is a major north-south route linking regional destinations, whose construction was halted more than 20 years ago one mile south of the Champaign/Clark County line. It is needed for safety and economic development, given heavy truck traffic. The State already owns up to 95 percent of the construction route, and an environmental impact statement has been under way and should be completed by July 1994.

The third project is six U.S. Route 35 segments in Greene, Fayette, and Ross Counties. The Federal share of the total amount of those projects is \$147.2 million. This project connects Dayton and south central Ohio and directly links Dayton to Interstate Route 71 and, frankly, on down toward West Virginia, Mr. Chairman. It is needed for safety and economic development, as current road conditions are substandard. The projects are so important that the State has already, again, begun preliminary engineering at its own expense on five of the six segments.

In conclusion, I would be happy to answer any questions, and Jerry Wray, the Director of ODOT, is here, as well as John Platt and Cheryl Worley, the Chief Legislative Officer.

Now I'll yield to Tony Hall.

Mr. HALL. Thank you, Mr. Hobson.

Mr. Chairman and Mr. Emerson, I appreciate the chance to be here with my colleague, and I'm here today to testify in favor of including two highway segments in the National Highway System. These highway segments are known as the Trotwood Connector in Montgomery County, Ohio, which is in the 3rd Congressional District. On January 7th I was pleased to submit this request to the subcommittee, along with background information and the 18-point program justification for each request. Completion of these highways is crucial to shaping the future of west Dayton and western Montgomery County.

Mr. Chairman, the Trotwood Connector is important to linking communities in the Greater Dayton area to U.S. 70 and, therefore, key to interstate travel and international commerce. The project enjoys unanimous support from the many local and county officials and businesses in the Dayton area.

These highway projects are not huge, nor are they overly costly. The total miles planned for the two segments are 5.29 miles, and the total cost is approximately \$18.4 million. Both segments are under final design, funded locally. Yet they are enormously important for commerce and economic development. They provide direct access between northwestern Montgomery County and central Day-

ton. They will allow businesses to travel between the two cities and towns and have access to Interstates 70, 75, and 675. They will provide a major north-south connection from U.S. 35 in west Dayton to I-75, which would facilitate access to Cincinnati and Columbus.

Trotwood has already passed a very liberal tax abatement program, and is moving ahead with related street improvements. The economic development potential for west Dayton, combined with the project's excellent transportation impact, resulted in a very high priority designation by the State of Ohio.

Also, I support the \$1.5 million for the H-Connector, which is an \$18.9 million bicycle path that follows an abandoned railroad right-of-way between Montgomery and Greene Counties. This has a great deal of popular support in my community.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you very much, gentlemen.

Dave, you've mentioned all of your requests are on the National Highway System as submitted to us by the Secretary, and that jibes with the information we have, with the possible exception of the Urbana Bypass and U.S. 22 and 33. Have those now been confirmed as being on the NHS as submitted by the Secretary?

Mr. HOBSON. Yes. My information is they should be on the NHS; ODOT agrees with that. I don't know where the misinformation came from.

Mr. RAHALL. Okay. I just wanted to confirm that. Our list may not be completely up to date.

Mr. HOBSON. The 22/33 was in that ISTEA corrections bill also.

Mr. RAHALL. Okay. Right.

Tony, yours are not on the Federal DOT submission, and you're requesting they be added. Is that accurate?

Mr. HALL. I am.

Mr. RAHALL. Were they on the State submission to the Secretary?

Mr. HALL. I don't know for sure. I'll have to get back to you.

Mr. RAHALL. Okay. I'd appreciate it. I just want to know whether the State submitted it to the Secretary as part of their recommended National Highway System mileage.

Mr. HALL. What was your last question, Mr. Chairman?

Mr. RAHALL. I just reaffirmed the first question.

Mr. HALL. Okay. Thank you.

Mr. RAHALL. Okay. I have no further questions.

Mr. Emerson.

Mr. EMERSON. Mr. Chairman, if I might say, I want to welcome our two colleagues here, both fine, hardworking Members who look after the interests of their districts assiduously.

You're testifying here about some projects that you want included in the National Highway System, and it sounds to me like local governments and the Ohio State government have done everything they should be doing, and these look like good candidates for inclusion.

I just want to take this opportunity to call to your attention—and I see my colleague from Missouri sitting behind you; he's going to be a witness following on here—these are the kind of projects that somehow, when they get written up in the national media, are

what get referred to as pork. I mean, there was a cover story of U.S. News and World Report a couple of weeks ago that I read from beginning to end and, upon reading the story, could not find anything wrong with anything that I had read about any of the projects talked about. They were all described as being in the interest of economic development. Obviously, you've got to have highway infrastructure to have economic development. They provided a lot of jobs that helped a whole lot of people. But somehow the headline connoted this as pork.

I want to take advantage of this opportunity—the gentleman, Mr. Hobson, as a former Member of this committee, knows this, because he served here. This is the kind of stuff we're talking about when we talk about pork in a transportation bill. A lot of times things sneak into bills that shouldn't be there that can legitimately be called pork. But if our highways and roads and bridges and clover leafs and overpasses and underpasses aren't part of the infrastructure in this country that needs a lot of attention, that does a lot of good for a lot of people, creating a lot of jobs, and is so necessary for economic development of our respective regions, then I don't know what is legitimate infrastructure. I mean, I'll agree that courthouse buildings in highway bills probably meet the criteria of pork, but I think you're recommending exactly the kind of thing that ought to be recommended here.

The only point I'm making in taking this time is to say that when these allegations of pork get carelessly bantered about, I hope that you two gentlemen—and I know you will—will stand up for your projects and stand behind them as necessary to your area's economic well-being and help us dispel some of these myths about what's pork and what isn't pork.

Mr. HOBSON. Well, if I might respond to that, I did that the last time when ISTEAs were up. I can tell you that these projects in my district all predate my tenure as a Congressman. The Route 33 bypass started some 20 to 25 years ago. There was a concerted effort to build this bypass, and it got bogged down. Recently, the community came together and went to a meeting with ODOT and said, "We want this," and that's when I got in it.

Route 68, if you read the thing in here, went out and was started, I think, back in former Congressman Bud Brown's days. You might have been a staffer when Bud Brown was here. That project was built all the way up to within a mile of the Clark County line, and then stopped for environmental reasons. We can now go ahead; but, again, this predates my coming here.

Certainly I agree with you that I look at pork projects as something that someone does when they put the name so-and-so on it and it originates for the gratification of a particular Congressman. I look at these types of programs I request as coming out of the communities we live in for the betterment of the communities we live in. This committee serves a very good purpose in allowing us to help our communities by doing that.

So I have no problem in defending any of the projects here or Mr. Hall's projects within the communities that we represent. We work together, our districts abut each other, and we have the same media markets. We're different political parties, but I think we work very well together.

Mr. HALL. I can almost say the same thing that Mr. Hobson's saying, that the project I am really pushing here, the Trotwood Connector, which is planned in two segments, predated me. I've been here eight terms, and these were on the drawing boards and supported by the community before I even came to Congress. So it's something that we've been supporting and my community has wanted for a long time. The State of Ohio also supports it.

Mr. HOBSON. I don't want to intrude on other people's time, but the Director would like to make one comment.

Mr. WRAY. I can comment about all these projects that I have been Director for three years and three months, and within the first three months of my tenure as Director of the Department of Transportation, the local community leaders, the chambers of commerce, the State Representatives, the State Senators were in my office talking to me about these projects asserting that they've been around for a long time and would like to see them moved. For example, the Trotwood Connector, the design is being funded locally. There's tremendous local commitment for these projects.

Mr. EMERSON. Well, I hear all of you, and I believe you, and I want to work with you. I agree with you. This is one of those frustrating things in Government that—I mean, you know and I know and the committee knows the worthwhile nature of these, as the Ohio Department of Transportation knows, and we've got to do a better job at public education on these kinds of subjects. If improving our most fundamental infrastructure isn't key to our long-term health and prosperity as a great Nation, I don't know what is. I look forward to working with you in pursuing these matters.

Mr. WRAY. Thank you very much.

Mr. RAHALL. The Chair certainly associates himself with the excellent comments of the gentleman from Missouri as well as the response from our colleagues.

It's now my honor to welcome another Member of the Ohio delegation, a very distinguished friend and a very effective leader and worker on behalf of all the people, the Honorable Marcy Kaptur.

TESTIMONY OF HON. MARCY KAPTUR, A REPRESENTATIVE IN CONGRESS FROM OHIO

Ms. KAPTUR. I thank you, Mr. Chairman, for being given the opportunity to join my colleagues and our State Highway Department Director, Mr. Wray, here this afternoon.

Congressman Emerson and Members of the committee, I will be very brief in my remarks, because I am submitting a full statement for the record, but I wanted to make a strong statement regarding the Ohio Department of Transportation's START Program, which concerns the future needs of high-speed rail development.

I come from the northwestern part of Ohio, and we are very interested in making sure that we are on the high-speed rail routes that will be developed between Pittsburgh; Youngstown, Ohio, which is the home of our good friend, Jim Traficant; Toledo, which is my district; and points north, such as Detroit, and west, such as Chicago. This will not only permit us to modernize our intermodal transport system to meet future needs both for freight and passenger, but also our goals of clean air. So many of us represent non-attainment communities, and high-speed rail is very important

to those of us from the industrial heartland that have seen our communities change over the years.

I represent a port community, and that's why we are the third or fourth largest rail transport center in the country. Much of what we ship right now is coal that still comes up from parts south, including Kentucky, West Virginia, southern Ohio, along with a lot of other products, and we do have these corridors that are available to us. It takes us far too long to move from Toledo to Washington by rail passenger-wise, or even from Toledo to Chicago or Detroit.

So as we look toward the 21st century, I just am really thrilled that the department is getting behind this full speed, and, Mr. Chairman, I would just ask that the committee review the written testimony that I am submitting and give full consideration to START as a very important piece of Ohio's economic future.

That was basically the statement I wanted to make and to join our very capable transportation director in his testimony this afternoon.

Mr. RAHALL. Thank you, Marcy, for your testimony. I note also that you have been very responsive and on time with all the questions the subcommittee asked earlier this year, and we will take your testimony into consideration as we decide our course of action after this.

Ms. KAPTUR. Thank you, Mr. Chairman. As a Member of the Appropriations Committee along with Congressman Regula, who's also from Ohio, we look forward to working very closely with you. Thank you.

Mr. RAHALL. Thank you, Marcy.

Thank you, Mr. Director.

The subcommittee will now hear from another distinguished colleague, and he's a dear friend of mine as well, the Honorable Harold Volkmer. Harold and I happen to be Members of that greatest class of all congressional classes, the 95th Congress. We came to this body together.

Harold, welcome.

TESTIMONY OF HON. HAROLD L. VOLKMER, A REPRESENTATIVE IN CONGRESS FROM MISSOURI; AND TOME BOLAND, MEMBER, MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION

Mr. VOLKMER. Thank you, Mr. Chairman. It is a pleasure for me to appear before you as a classmate, and there are fewer and fewer of us here, so let's hope the rest of us will be here, or maybe some of us, next year, too. And it's good to see my colleague from Missouri.

I'd first like to ask that my statement—I'm accompanied today, too, by a witness from my hometown—that our statements be made a part of the record at the point we testify, and I'll basically summarize.

We're here basically on one project, but really it's for two projects, because the other gentleman from Missouri has a similar situation that I have. He has southeast Missouri, the gentleman from Missouri, Mr. Emerson. I have northeast Missouri. We both have our districts on the Mississippi River. We both have old bridges built in 1934, and both those bridges need to be replaced.

In my instance, that bridge—by the way, it was dedicated in 1935 by a man by the name of Franklin D. Roosevelt, and I was a little young at the time. I don't remember it. But, anyway, it has deteriorated, and what's happened is that we now have, because of this committee and the work of the highway systems not only in Missouri, but in Illinois, which adjoins the bridge at Hannibal. We have the 72 corridor, the Central Illinois Expressway, coming across Illinois from Indianapolis and Champaign/Urbana, four lanes all the way, built to interstate standards. It comes to within three miles of the bridge, and then it becomes two lanes, and it's two lanes across the bridge, then it goes through Hannibal as basically a four-lane road, and then it goes down into a two-lane again, which is going to be expanded. That's 36, which will be expanded to a four-lane road.

Also at Hannibal north and south we have, thanks to this subcommittee and the full committee, the Avenue of the Saints, Highway 61, which is four lanes at Hannibal, is almost four lanes all the way to St. Louis, except for a 20-mile stretch, and is going to eventually go all the way from St. Paul to St. Louis.

So right now, in the middle of that, we've got this little two-lane bridge that's 60 years old that needs to be replaced, and we're requesting that it be included in the legislation so that we have the opportunity to do so. Otherwise, we have great difficulty in being able to get the funds, et cetera, to replace this bridge.

Now, I would like to bring to the attention of the committee, too, that similar to what happened to the bridge down at Cape, we have the bridge also at Hannibal that was affected by the 1993 floods, the pier supports, and we have serious reservation as to how long they will last. We're possibly looking at similar floods again, and hopefully we won't have to come back here in an emergency and have a bridge that's fallen down. I'd hate to have that happen, and I know we can't build a bridge that fast, but we do have serious problems, and I'd like you do to everything you can to help us out with it. It would help the economic development of the whole area, the transportation needs of the area, and it's something that is the number one priority, as far as we're concerned.

So, Mr. Chairman, I'm not going to take a lot of your time. We have submitted all of the background data from the Missouri State Highway Department and everything that's been requested, and if there's any additional information that you need, we'll be glad to furnish it and work together with you and the staff.

At this time, I'd like to introduce to you Mr. Tom Boland. Tom is a member of the Missouri State Highway Commission. He's from my hometown of Hannibal. He's a longtime friend. In fact, we go back about 25 years, and it was just interesting, to take a minute to tell you this, that as we were sitting back there listening to the previous two Congressmen from Ohio, Tom just mentioned, "Well, I can remember that." Back before he came to Hannibal about 25 years ago, he was in Columbus, and he was raised in Columbus, and he says, "I can remember those projects when they were starting way back then."

So I guess we do have to look at things in the long term, and things have been lasting long-term. It's just not something that we're asking for today.

Tom is also a businessman from Hannibal, very active in local affairs, and is very interested in this, and I'd like for him to take a few minutes to talk to you, if he may.

Mr. BOLAND. Well, thank you very much, Congressman Volkmer.

Mr. Chairman and Congressman Emerson, thank you very much for letting us come in and testify today. We appreciate it sincerely.

As Harold said, my name is Tom Boland, and I am from Hannibal. I'm one of six members of the Missouri Highway and Transportation Commission. I'm also the Ford dealer in Hannibal.

The existing two-lane bridge carrying U.S. 36 over the Mississippi at Hannibal is structurally deficient, seriously deteriorated, and functionally obsolete. I'm here today to request demonstration funding for the replacement of this bridge with a new four-lane freeway bridge. Both Missouri and Illinois consider it imperative. The existing narrow bridge fails to adequately ensure motorist safety and falls far short of providing the vital link necessary for continuing economic development of the U.S. 36 corridor as a major cross-continental transportation route.

Coming west and southwest from the major industrial centers, and the population centers, too, such as Chicago, Detroit, Indianapolis, Cleveland, and, as we just heard a few minutes ago, Columbus, passenger vehicle and truck traffic converge at Springfield, Illinois. As Harold said, Illinois has already built U.S. 36 to freeway standards west from Springfield to within three miles of Hannibal, a \$500 million improvement. The highway narrows, however, to only two lanes at the Mississippi River bridge at Hannibal before continuing west across Missouri.

We have committed more than \$200 million to upgrading U.S. 36 to four lanes across Missouri, nearly one-half of which is completed. The first eight miles in Missouri, starting from the replacement bridge, will be built as freeways. At Cameron, Missouri, Highway 36 intersects Interstate 35, going southwest to Wichita, Oklahoma City, and Interstate 44 to California. At Kansas City, it connects with Interstate 70 to Denver and the West Coast. The project will also relieve congestion, because it parallels Interstate 80 across Illinois and Iowa and Interstate 70 across Missouri.

U.S. 36 also passes through some of the Nation's prime agricultural land, enabling timely transport of agricultural products to processing and distribution centers.

The bridge at Hannibal is of regional significance, too, because travelers from Missouri, Illinois, and throughout the Nation can reach the historical and recreational attractions such as Mark Twain Lake, Lake of the Ozarks, Lincolnland, Pony Express History, and the Mark Twain attractions at Hannibal itself.

During the devastating summer of 1993 flooding, the bridge was closed for nearly 12 weeks, forcing motorists to drive more than 100 miles in either direction to find an open bridge. This contributed to untold economic and personal disruption, as regional traffic, commerce, and tourism halted.

We seek funding for the bridge structure itself. Illinois has already committed to do approach work to bring the Central Illinois Expressway to the bridge. Approach work on the Missouri side began in 1993. Additional work is scheduled in fiscal years 1994 and 1995. This bridge will be ready to go to contract in June 1996.

The existing Mark Twain Memorial Bridge built in 1934 is only 22 feet wide, far below today's standards for such a major river crossing. It's much too narrow. Vertical clearance is 18 feet, 3 inches. Congestion is prevalent. The accident rate on the Missouri side is four times the statewide average for a similar class of highway. The safety index is 29 on a scale of 0 to 95. Below 60 indicates safety deficiency. The deck has a rating of 3 on a scale of 1 to 10, even after we made major repairs when the bridge was closed last summer.

Recent inspections of the bridge piers reveal worrisome undermining and washed out areas around two of the piers, possibly caused or aggravated by the turbulence and water pressure from the flood. We're especially concerned that the 60-year-old timber pilings could be exposed and threatened.

Clearly, this old bridge must be replaced, and soon. It's structurally deficient, obsolete, and is impeding the major economic potential of the U.S. 36 corridor.

The total bridge cost, including approaches, is \$88 million. Interstate bridges of this scale are not fundable under normal allotments, and the States no longer have discretionary bridge funds. We request that demonstration funds be included in the National Highway System bill to pay the 80 percent Federal share of the bridge structure, or \$44.960 million.

Many government, commercial, industrial, and educational organizations throughout north Missouri and western Illinois have forwarded letters of endorsement to Congressmen Volkmer and Durbin, whose two districts this bridge connects. The cooperation of these groups has been very close and cohesive over the years and continues to this day in total support of this bridge project.

On behalf of the Missouri Highway and Transportation Commission, the residents, farmers, businessmen, employees and owners of manufacturing plants, tourists, educators, and just plain motorists of north Missouri and western Illinois, I urge you to provide demonstrations funds for replacement of the U.S. 36 bridge over the Mississippi River at Hannibal.

Thank you very much for the opportunity to express the details of this project.

Mr. VOLKMER. Thank you, Mr. Chairman.

Mr. BOLAND. I would also like to say to Congressman Emerson that many of the same things that were stated here certainly apply to the Cape Girardeau Bridge, and as a Member of the Highway Commission, I'm equally in support of that bridge as well as the Hannibal Bridge.

Mr. RAHALL. Thank you very much, gentlemen.

I'll recognize our colleague from Missouri.

Mr. EMERSON. Mr. Chairman, if I may just very briefly, I want to thank Mr. Boland and our colleague Mr. Volkmer for your excellent statements. They're both very compelling, persuasive. I understand the problem. Harold and I have talked about his problem and my problem until we're both tired of talking about it, and I hope we can get something done about it.

Mr. Chairman, I would point out, this bridge at Hannibal is in nature very similar to the one we were talking about the other day at Cape Girardeau. I mean, it serves a vast area—northeast Mis-

souri, Iowa, Illinois—as mine serves southern Illinois, Kentucky, Tennessee, and southeast Missouri. We have a regional commitment to this. Both Senators from Illinois, both Senators from Missouri, Congressman Durbin and Congressman Volkmer are in accord on this particular project, just as we down our way are in complete accord on the Cape Girardeau Bridge.

As Mr. Boland pointed out, this bridge had to be closed for 12 weeks last summer during the flood, and there's a lot of data available about how disruptive this was to the economy of the entire region. I think that's a factor that ought to be taken into account as we consider the authorization and proceeding on these projects, because if ever there was a question about—we draw our authority here from the commerce clause of the Constitution ultimately, and if ever there was a dramatic example about the interstate character of something, I think that this bridge is a good example.

But what didn't happen or what did happen as a result of the flood last summer shows us just how important these connections are in a national sense. I mean, in a certain sense, the national economy was disrupted because of the non-functioning of this bridge. It had its fallout effects far and wide, and I take the time to make this point, because I think it's important that we understand these kinds of factors, that this is not just some little local plum that Harold and Mr. Boland would like to get for Hannibal. It's a vital necessity for tens of thousands of people in northern Missouri, western Illinois, and southern Iowa.

So I'm fully supportive, as I suggested the other day, of this project, in addition to the one at Cape Girardeau. And I might add that the majority leader, whose district lies between Mr. Volkmer's and mine, has a number of very good and operational bridges in St. Louis. Harold and I don't have as many bridges, and they're not as good and operational, so we're very pleased to have Mr. Gephardt being fully supportive of the Hannibal and the Cape Girardeau Bridge projects. So I just want to repeat that for emphasis.

Thank you, Mr. Chairman, and thank both of you for your time and commitment.

Mr. RAHALL. Thank you, Bill. You and Harold both have talked to me personally on this on a number of occasions outside of this particular forum, and I certainly commend the leadership that you bring to this important issue.

Mr. VOLKMER. Just a second, Nick. Very briefly about what happened in the summer, just to give you some idea—and I know that you have floods in West Virginia and everything, too, but this lasted so long, for 12 weeks, and just because there's a river there, there's still commerce that goes on, educational institutions and everything, on both sides of the river.

During that time when the Hannibal Bridge was down, instead of taking 20 minutes to go from Hannibal to Quincy, Illinois or from Quincy, Illinois to Hannibal or other towns around, you were talking from about four to four and a half hours. You went from Hannibal all the way down to St. Louis, went across the Chain of Rocks Bridge, 270 bridge, and then came all the way back up to Illinois, or else went all the way up to Fort Madison in Iowa, cross-

ing at the Fort Madison Bridge, and then came all the way back down. Four to four and a half hours.

Mr. BOLAND. At one point, it was necessary to go all the way north to Muscatine, Iowa, which is about 50 miles north of Fort Madison.

Mr. VOLKMER. Thank you very much. Any other questions?

Mr. RAHALL. The Chair is going to recognize the acting ranking minority Member, the gentleman from California, Mr. Baker.

Mr. BAKER. I just want to thank you for your great testimony and repeat what was said. Mr. Emerson has made us painfully aware of your project, Mr. Boland, and what separates us, I'm constrained to say, from pork is the 18 questions that your agencies had to answer, Chairman Rahall's well thought out questions—what kind of local matches or what are the needs, is the State approving this project, and so forth. That separates this from pork.

We're going to take these on a priority basis, and you, Mr. Boland, have made it really clear that for Missouri these two projects are very, very important. So we appreciate your being here today.

Mr. BOLAND. Thank you.

Mr. RAHALL. Thank you, gentlemen.

Mr. VOLKMER. Thank you very much, Mr. Chairman.

Mr. RAHALL. For purposes of introducing our next witness, the Chair recognizes the gentleman from Missouri, Mr. Emerson.

Mr. EMERSON. Mr. Chairman, I am pleased to introduce for testimony here this afternoon Mr. Dwayne Collett of Surface Systems, Inc., who will discuss with us some very innovative technology that we would like to have included for consideration. One of the things as we build roads and highways and repair old ones is making sure that we are staying abreast of the leading edge of technology, and that's what Mr. Collett is here to testify about this afternoon.

TESTIMONY OF DWAYNE M. COLLETT, EXECUTIVE VICE PRESIDENT AND GENERAL MANAGER, SURFACE SYSTEMS, INC., ST. LOUIS, MO

Mr. COLLETT. Thank you, Mr. Emerson.

Mr. Chairman and Members of the subcommittee, my name is Dwayne Collett. I'm the Executive Vice President and General Manager of Surface Systems, Inc. My full written testimony is before you, and I will attempt to provide you with a brief summary in the allotted time.

I greatly appreciate the opportunity to address you on a technology that has been proven to improve wintertime driving safety, while reducing both the amount of deicing chemical and the cost of maintaining safer highways for the motoring public. This technology is known as Road Weather Information Systems, or RWIS. RWIS provides highway agency personnel with important near-real-time and forecasted weather and road condition information. This information enables them to be more responsive in maintaining highways in a safer operating condition during inclement weather.

RWIS consists of sensors installed in the travel lanes of the highway to measure and detect the temperature of the pavement, whether moisture is present, the form of the moisture—if it's snow or ice—and the amount of deicing chemical that's present on the

pavement. Atmospheric sensors are placed adjacent to the pavement to measure air temperature, relative humidity, wind speed and direction, precipitation type, intensity, and rate, and the driver's perception of visibility. All sensor data is transmitted to a central computer in the highway agency office for access by highway agency personnel in or away from the office.

Because of the near-real-time pavement/weather data from RWIS, it is now possible to provide pavement-specific weather forecasting instead of just general atmospheric forecasts. These forecasts provide highway personnel with site-specific, short-term, 24-hour forecasts of pavement temperature and conditions, combined with atmospheric weather conditions. The forecasts are delivered to highway personnel at a minimum of two times per 24-hour period and are updated as weather conditions change.

RWIS technology was first implemented at U.S. airports in the 1970s. In 1978, the FAA issued an advisory circular specifying guidelines for implementation of RWIS on U.S. airport runways and has been funding their deployment since 1978 through the AIP Program. Today over 128 civil and military airports in the U.S. use this technology to maintain safer runways for aircraft operations.

RWIS was first used on highways in the early 1980s. Today there are 146 highway agencies, consisting of State DOTs, counties, and cities in 33 States, which are using over 1,400 pavement sensors at more than 500 locations on our Nation's highways. Over 400 pavement-specific weather forecasts are being provided to transportation agencies in the U.S. two times each day.

European countries have taken an aggressive approach to the deployment of RWIS. In 1992, there were over 2,500 RWIS stations located on highways in 12 European countries. Of these, 550 are located in Sweden and 520 in the United Kingdom.

RWIS is relatively new technology to the transportation industry; however, it is not experimental or prototype technology. For over a decade, RWIS has been used successfully by U.S. highway agencies. Considerable research and study have been conducted by the FHWA, the Strategic Highway Research Program, and in Europe to substantiate the benefits of RWIS. Documented results of such research are included in my written testimony, which you have in front of you, on pages 4 through 16. Although too lengthy to completely cover in the time allotted here today, I shall summarize the benefits of RWIS documented from this specific body of research.

RWIS is now providing a few areas of our country with life-saving weather information to highway agencies responsible for maintaining safe driving conditions during periods of inclement weather. Reduced accidents and their associated indirect costs; the ability to reduce the reported \$1.5 billion spent annually in U.S. winter maintenance costs; the ability to reduce the environmental impact of chemical applications for snow and ice control; the ability to implement new hi-tech procedures and processes to improve safety while reducing costs, such as anti-icing; vital weather information for future IVHS systems; improved general weather monitoring and forecasting for the citizens of our Nation—the RWIS technology operating in areas of our country are providing the benefits discussed here today. As a result of the Sharp Research Program, an imple-

mentation guide is already available to assist and guide highway agencies in the process of deploying these systems.

Currently, agencies which desire to install RWIS are required to randomly search for funding or make tradeoffs in order to deploy the technology. With the advent of the National Highway System, a dedicated program is proposed which will provide funding specifically for RWIS deployment on the NHS. Requested funding would be at a level of \$36 million over the remaining three years of ISTEA. This would amount to a Federal share of \$28.8 million, with matching funds in the amount of \$7.2 million. To put this amount in relative perspective, the amount of \$36 million is equivalent to constructing approximately four miles of urban freeway. This funding would permit State and local government agencies to further deploy this technology and almost immediately provide results to the motoring public.

Research conducted in Europe shows RWIS can provide a 30 percent savings in snow and ice control costs. Based on the \$1.5 billion per year expenditure in the U.S., further deployment of RWIS could potentially save \$450 million per year in snow and ice control costs.

As the committee can see from the above testimony, RWIS systems offer a unique opportunity to increase safety for the motoring public and to enhance the cost effective use of our American highway transportation resources.

Thank you for allowing me the opportunity to share the benefits of RWIS technology with you. I'd be glad to answer any questions on the technology.

Mr. RAHALL. Thank you, Mr. Collett.

I'd like to now recognize Bill Emerson from Missouri.

Mr. EMERSON. Mr. Chairman, I would just comment briefly that the RWIS—I want to make this statement, because this is what I want to ask the staff to consider as we move forward, and my colleagues to consider. This is a technology that uses sensors that are installed in the pavement of highways to detect temperature, moisture, what type of moisture—i.e. sleet, snow, ice—and the amount of chemicals that may be needed to treat a given situation. They have been very successful with this process in States that have deployed the system, and there is a proven track record here that can be looked at.

The reason the system is so cost effective is that it tells you precisely when and how much salt or chemical or whatever to apply to a specific road condition, thus saving money to the process. With the recent experience that we've had with snow and ice here in the Washington area, I think we can readily see what a useful tool this would have been. There was indeed a lot of wasted materials used, because we're not used to dealing with the kind of low temperatures that we experienced. A lot of the chemicals and other things used to control the ice on the highways were ineffective, because we were dealing with a situation with which we are not ordinarily familiar. But this high technology approach would have told us what we could have done, and we could have had highways that were free and clear of ice and snow.

This is an exciting thing. I really hope we can take a look at it. As I say, a number of States have utilized the technology. There

is a track record to look at there, and I think there are some definite cost savings benefits if we have the utilization of this technology in the highways of the future.

There's one question I would ask. We can install this, can we not, when we're rehabbing highways?

Mr. COLLETT. Yes, they can be installed in a rehab or just on existing highways. You do not have to rebuild the highway to install these at all.

I might also mention that there's more than just wintertime uses for these. During the summer construction season, a number of agencies are using this to judge when they should do certain construction activities based on the weather information. They use forecasts to schedule contractors, and they use the pavement temperature to decide when to put overlay on the highway.

Mr. EMERSON. Thank you.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Mr. Emerson.

Thank you very much. Indeed, it does sound like very exciting technology, Mr. Collett, and the information you've submitted to us will be very useful, and I hope that we'll be able to—I know that we'll be able to share it with a lot of our colleagues as well.

Mr. COLLETT. Thank you.

Mr. RAHALL. Thank you.

The subcommittee will now hear from a panel which includes our colleague from the State of Connecticut, the Honorable Christopher Shays, and I will allow him to introduce the individuals with him, including the Mayor of Bridgeport, Connecticut.

Chris, we welcome you to the subcommittee. We have your prepared testimony as well as those of the other panelists, and they will be made part of the record, and you may proceed as you desire.

TESTIMONY OF HON. CHRISTOPHER SHAYS, A REPRESENTATIVE IN CONGRESS FROM CONNECTICUT; MICHAEL W. FREIMUTH, DIRECTOR, OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT, CITY OF BRIDGEPORT, CT; AND HON. JOSEPH P. GANIM, MAYOR, CITY OF BRIDGEPORT, CT

Mr. SHAYS. Thank you, Mr. Chairman. It's really a pleasure to be before your committee for a number of different reasons. I would like my testimony on the record, and I won't read it.

I first want to thank you, Mr. Chairman—and I was thinking as I listened to the other presentations, if the Congress ran as well as your committee, we'd be a lot better off. It would certainly be fair, it's bipartisan, and I have sincere admiration for the job you've done.

I also want to thank you for the test that you've established that's fair for all parties involved, meets the test of a funded or non-funded project, and gets beyond the whole issue of whether it is a special project or one which is truly helpful for a region and a territory and the entire Nation.

I would just like to again thank you and the Republican Members of the committee and Democrats as well, and to introduce to you the City of Bridgeport and our very young and dynamic Mayor of Bridgeport.

Bridgeport was a community that in the 1930s and 1940s was considered a jewel of the Nation. It was so important it was protected by Nike bases that surrounded Bridgeport. New Haven, Connecticut, with Yale, didn't have that distinction, but Bridgeport, Connecticut did. In part it had it because it supplied 25 percent of all the armaments used in World War II by the allies.

It was a very dynamic city, but while we were protecting it from the dangers from without, it was decaying from within. This new mayor and the elected officials that have preceded him have been trying to rebuild the city to bring businesses back in to pay taxes and create jobs. We're not looking for a bail-out of Bridgeport, Connecticut. We're looking to have an investment in this city, and what will be described is rebuilding Seaview Avenue, which will connect the port of Bridgeport to a 400-plus acre area of industrial development.

I introduce the Mayor of Bridgeport, Joe Ganim, who is admired on both sides of the aisle throughout the State as a very young, dynamic and articulate person, and I'm grateful he's here and grateful you have allowed him to testify.

Joe.

Mayor GANIM. Thank you, Chris, for those kind remarks and for the introduction before the committee.

Mr. Chairman and Members of the committee, thank you for the opportunity to address you this morning. As indicated, I'm the Mayor of the City of Bridgeport, the State's largest city, of about 144,000 people. It's located on Long Island Sound, about an hour from New York City. It has a deep water port, a harbor, an airport and is located on two major interstate highways. It has a major train station as well as ferry transportation across to Long Island. So it has many of the elements of transportation that are critical to make a city work effectively.

When I took over in 1991, the city was in crisis. My predecessor had filed for protection under the Federal bankruptcy laws, being the largest municipality ever to take that course. It was an \$18 million budget deficit. The police staffing levels were at their lowest in modern history, and a number of the major employers in town had not only hinted, but had committed to pulling out, along with them hundreds—actually, over 1,000 jobs.

Over the last two years, with help from Congressman Shays, the Governor, the business community, labor leaders, we've been able to make progress in those areas. We were able to balance that budget, to close that budget gap, actually add 80 new police officers, and, in the process, convince those major employers to take a chance on Bridgeport's future.

So we've come a long way in two years, but now we're trying to set the foundation for Bridgeport's long-term economic development and the proposal that is before you today that Congressman Shays has touched on is called the Seaview Avenue Corridor. It will connect our deep water port and our harbor, with 400 acres of undeveloped industrial real estate, probably the largest parcel of its kind in that section of the eastern seaboard.

The purpose of trying to build and expand on this road has so many dimensions to it, with so many different returns, that it is hard to believe that they could all come out as benefits of one

project, from job retention of over 2,000 jobs to the potential for creating another 8,000 jobs, to increasing the tax base up to \$10 million, and at the same time allowing the city to get over some of the major transportation hurdles that have held the city back for decades.

So I ask for your consideration in this process. It's not often that we come here as a city asking for assistance.

I'm going to defer now to Mike Freimuth, the Economic Development Director for the City of Bridgeport, to touch upon some of the specifics with regard to the project. I'd certainly be happy to answer any of your questions along with him.

Thank you.

Mr. FREIMUTH. Mr. Chairman, Members of the subcommittee, I want to thank you today for the opportunity to explain the project. The Seaview Avenue project is a 15-year project. It's a long-term project. It's the type of project that the city has not in the past taken on. We've had the habit of working on two-year cycles for too long, and our long-term growth has been sacrificed.

The project is \$106 million project over the course of the next 15 years, with the State having already committed \$8 million to improve the highway interchange, and our regional MPO committing \$3.5 million to build the first leg of the road. The city has committed \$250,000 into the initial cost-benefit analysis, and what we're asking for today is consideration to go to the next steps—to do the EIS, to do the project design, to begin acquisition and some relocation.

The single most critical component of the project is the fact that the railroad, the Metro North and Amtrak Northeast Corridor, happens to cross the road and severs the city's industrial base from its port and highway. That single element has consistently frustrated business and commerce in what is the city's oldest industrial corridor. The consequences are that we have four million square feet of empty industrial space, and we have 400 acres of undeveloped industrial land that isn't accessible. The project that we're asking for today will give us the framework to deal with the railroad viaduct.

The second portion of the request before you deals with some minor business relocations, as well as some environmental clean-ups. Developing urban land, especially industrial and waterfront properties, is extremely expensive today. Bridgeport, an old industrial city, has numerous sites where manufacturing processes no longer work. We need a method to tackle the city's real estate in a way that's competitive with the suburban areas and the south.

The purpose of this road is very simple. It's to provide access to the city's future industrial position. The project itself has about 2,000 jobs along the corridor at risk. We know this, because we went door to door. We knocked on the doors of each business and we found out that they couldn't even move commerce. We're not talking about moving commuters. We're talking about moving goods. It can't happen in some parts of this roadway. It's literally physically stymied.

The project does, at the end of the line, provide an opportunity for the city's single largest corporate owner to participate in the city's future. Without the road, we really have no alternative but

to tackle the older neighborhoods in a way that's disruptive, extremely costly, and environmentally restrictive.

The project has been accepted by our MPO, it's been accepted by our regional planning boards, it's been accepted by our State, and most recently it's been accepted in the community strategic plan as we work toward an empowerment zone or enterprise community.

Energy efficiency, congestion mitigation, safety are all parts of this, but most important to the community, this project provides a sense of hope that someone at last cares about where the city is going and is dealing with fundamental problems of building a city.

I'd be happy to answer any questions you may have on specifics on the project. I would ask that the executive summary of the project's cost-benefit analysis be included in the record.

Mr. SHAYS. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you very much, Chris and gentlemen, for your testimony, and I've noted the very well-prepared backup material that you've submitted for the record, including the pictures of the proposed new boulevard and the Seaview Avenue Corridor.

As you mentioned, this project is part of the State's Transportation Improvement Plan as well. Is that correct?

Mr. FREIMUTH. It's part of the region's TIP, correct.

Mr. RAHALL. Right. So you, therefore, have State support, and everybody is on board.

Mr. FREIMUTH. The State has committed \$8 million to date just for the interchange. It hasn't gone beyond that point, however.

Mr. RAHALL. It has committed \$8 million from where?

Mr. FREIMUTH. For the Interstate 95 interchanges with Seaview Avenue. However, it doesn't physically connect to the road. The State has committed \$8 million to redesign that entire interchange, and then the region has committed \$3.5 million to actually physically build the road to the port from that point. We're working now to put together the design to take the road north to the foreign trade zone and to the industrial park.

Mr. RAHALL. From where is the State getting that \$8 million?

Mr. FREIMUTH. It's getting it from its State ISTEAF funds.

Mr. RAHALL. Thank you. I have no further questions.

Let me recognize first our full committee Chairman, the distinguished gentleman from California, Mr. Mineta.

The CHAIR. Thank you very much, Mr. Chairman.

I just want to commend our colleague, Mr. Shays, who has been a very articulate spokesperson for Bridgeport on this matter. So I appreciate your taking the time to be here and making the presentation.

As you probably recognize, Mr. Mayor, we've got financial problems, and trying to shoe horn in a lot of these requests is going to be very difficult. That's why this time, under the leadership of Mr. Rahall, we're going to be subjecting these to some very strict guidelines, and that's why we asked the 18 questions of all the projects that have been submitted.

So, again, we appreciate your coming in with your very thorough application. Thank you very much.

Mayor GANIM. We appreciate your consideration, and Congressman Shays has been a great friend to the City of Bridgeport through some very difficult times.

The CHAIR. Having been a former mayor, Mr. Mayor—[Laughter.]

Mayor GANIM. You know, huh?

Mr. RAHALL. The gentleman from California, Mr. Baker.

Mr. BAKER. Mr. Shays and I were recently at a Bible study praying for this project, Mr. Mayor, so I want you to know how serious Chris holds this project and has talked to me about how he's interested in it. [Laughter.]

If I could ask Mr. Freimuth, how many people work at the end of the Seaview Boulevard down in the port?

Mr. FREIMUTH. The port itself right now has less than 100 long-shoremen working on the actual docks. The port itself is restricted in that it's not large enough to have a more frequent visiting of the ships. Part of the city's plan is to expand the port itself.

What's most critical about this roadway, though, is that along its edges are nearly four million square feet of industrial space, the classic older, urban, multi-story brick buildings, and within those walls there are businesses that are considering leaving the city, and it gets down to the basics this arterial just doesn't work for them any longer. Trucking no longer can get to them. That's our biggest concern at the moment.

Mr. SHAYS. And if I could just respond as well—

Mr. BAKER. Sure, Mr. Shays.

Mr. SHAYS. Thank you. Bridgeport truly was a major area of commerce. That's how it got its name. It can take 75 percent of all the ships that sail the sea—admittedly the smaller ones, so it doesn't get 75 percent of the tonnage. But Bridgeport is, in conjunction with Seaview Avenue, developing the port, and looking to build additional docks and warehouse space. It's also taking Remington Woods, which was 400 acres that Remington Arms used to test during World War II. There will be a major expenditure on the part of the owners of that property. The city will also be involved in cleaning up the site, because it was used as a test ground.

So there's a major commitment on the part of the city, the people of Bridgeport and the State to develop Remington Woods and the port, but we need to connect the two.

Mr. BAKER. Okay. The timing on the port, Mr. Freimuth?

Mr. FREIMUTH. Right now we're before the State on expansion money for the port, and we expect to hear within the next week or so. Regarding the initial investment of \$6 million in expanding the port's docks. The port has the proper depth in water, and the land is available. We physically have to build the wharf and the warehouses.

Mr. BAKER. I think the Chairman gave a good admonition about trying to get 10 pounds of feathers in a 5-pound bag. I don't know what the total is—900 projects for the \$100 million to \$300 million we're going to spend?

Mr. SHAYS. Yes, but we like this test, and we're happy to be part of this competitive process, and we really thank the Chairman for allowing that process to work.

Mr. BAKER. What I think I'm suggesting, Chris, is that maybe we do this in bite size, the way the State and county is doing it, and propose Phase I and Phase II and Phase III, because you have 434 other Members who have a project here, too. But you've done a

great job convincing us that there is indeed local and State emphasis on this important industrial area.

Mr. SHAYS. And I just might add that the project can be divided up into bite-size pieces, and we've provided a tremendous amount—the city—of documentation, as you pointed out, to the committee. We will afford to your staff looking at this to make suggestions on how we would do that.

Mr. BAKER. Great. Thank you.

Thank you, Mayor.

Mayor GANIM. Thank you very much.

Mr. RAHALL. Thank you again, Chris.

The subcommittee is now honored to hear from another one of our distinguished colleagues from the State of California, the Honorable Robert Dornan.

Bob, I will allow you the honor of introducing your Mayor. We have your testimony, and you may proceed however you desire.

TESTIMONY OF HON. ROBERT K. DORNAN, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; AND HON. MIGUEL A. PULIDO, MAYOR PRO TEM, CITY OF SANTA ANA, CA

Mr. DORNAN. You bet, Mr. Chairman. Flying my wing here is Miguel Pulido, the Mayor Pro Tem of an all-American city, Santa Ana. I'll give him the floor in a second here.

Thank you for inviting me to testify before the subcommittee, and let me do what everyone else is doing here today—and I mean every word of it—thank your excellent staff for their terrific hard work, dedication, obviously a top-notch crew. Now, I rush to add that on the sheet announcing who was going to appear here today, it says I'm appearing for 15 projects. I would never dare to be so ambitious, hopeful, or greedy. It's only three.

I feel bad enough, in these tough times with water, fire, winds, earthquakes, ice rain, and everything else you can think of hitting the country so hard, coming with three requests, but they're very important projects that I hope you will include in our National Highway System bill.

First of all, the Orange County Transportation Authority is the local sponsor for the Orange County Transitway System project. This transitway system has two major components: a transitway connector to link high occupancy vehicle lanes, and that, for California, is two people per vehicle.

To get people out of a single-driven car into a carpool of two is a major accomplishment.

We want to integrate all these high occupancy vehicle lanes through a major freeway interchange, I-405 and Route 55, in the Costa Mesa area.

The second component of the transitway complex is the intermodal transit facility in Anaheim which will improve the use of public transportation, serve local businesses and convention centers and, just across the freeway, the new Pond state-of-the-art arena where the Mighty Ducks play.

Now, as you know, Mr. Chairman and colleagues, Orange County has some of the most congested freeways in the USA. The other day I ran a survey when we hit 2.4 million people and realized that there are 18 States smaller than Orange County. So every time I'm

talking Orange County, we have to be thinking a State equal to beautiful West Virginia. I love those commercials you're putting on lately. I'm going up there to get some real white water thrills in West Virginia.

Mr. RAHALL. I'm so glad you love them, Bob. Just ask Chairman Mineta about our white water.

Mr. DORNAN. Well, as a matter of fact, little old Orange County is bigger than Arkansas. Norm, when you get ready to be governor, I want the former mayor of San Jose to come down to Orange. Then it should be bigger than 20 States of the Union.

All kidding aside, when I talk about traffic congestion here, I'm talking about most of our small population States, jammed into this tiny area.

This 405 and 55 intersection, to give you a comparison, is one of the 10 busiest in the Nation, and it carries half a million—500,000—cars per day, and the Orange County Transitway System is just one excellent solution to the transportation problems we have throughout our great county, and I ask the committee to please give it your best analysis and consideration.

Number two, the Transportation Corridor Agency—we call it TCA—is the lead sponsor of what our county calls the Eastern Transportation Corridor. This transportation corridor is one of three public toll roads being built by the Transportation Corridor Agency, which is a public agency governed by our five elected county supervisors, our mayors, and dozens of city council members. The Eastern Transportation Corridor is a multiregional project that will connect residential areas in what we call the Inland Empire, Riverside County, San Bernardino County, where folks actually drive down to our job centers in south central Orange County. On opening day, the road will be able to carry 52,000 cars. Within 15 years, the road will handle up to 116,000 cars per day.

This is not a new project. It was designated by Congress seven years ago as a demonstration toll corridor. Your committee showed us the respect to designate this project as a model to the whole Nation. It's already raised \$50 million in local funds, and I would respectfully ask that the committee consider including the Eastern Transportation Corridor in the National Highway System legislation.

Now, last, but by no means least, and probably the most important in many ways, is the Bristol Street improvement project in Santa Ana. This is one of our major north-south arterials. The project has been one of my highest priorities for the last three years, and I'm going to be brief because, I repeat, I have Miguel Pulido flying my wing here.

The Bristol street project was authorized under ISTEA. It's included on California's STIP. All of the environmental work is done. Construction is ready to begin immediately. I plead with the subcommittee to listen to Mayor Pulido and include this in your NHS bill.

Miguel is one of the hardest-working city officials in all of my district, and I represent parts of about nine cities, three of them are the three largest cities in Orange County. Miguel has made this long cross-nation trip here many times to impress upon me the

importance of this project, so I proudly yield to Mayor Miguel Pulido.

Mayor PULIDO. Thank you very much, Congressman Dornan.

Mr. Chairman, I see we have some Members of Congress here from California—Congressman Baker, Congressman Mineta—I recall you very fondly—and Congressman Kim, last time I met with you, you were an engineer a few years ago down in California. I recall that meeting well. Congressman Hamburg, I believe, walked in here recently. Greetings to you as well, sir.

I really appreciate Congressman Dornan letting us testify here today, because this project is of utmost importance to us. In Santa Ana, we have over 300,000 people. It's the 52nd largest city in the Union.

As you look at the needs and you look at the infrastructure and you look at what we're trying to do in and around Orange County, this not just a Santa Ana project. It's a north-south arterial that will relieve the "orange crush." From what I understand, it's the fourth or fifth busiest intersection in the country. People are actually taking that route, going on the 5 Freeway over to the 55, back down to the 405. It's like a horseshoe that they're doing in order to try to avoid the north-south arterials that are currently lacking in our community.

If you enable us to proceed with this project, what we're looking for is construction money. We've already done acquisition, we've already entitled it, we already have gone through the environmental impact reports. We literally are ready to begin construction immediately. We have support from the State, as Congressman Dornan stated. The State Transportation Improvement Plan is behind us. They're supporting us, as is the OCTA, as is the full support of the city.

We've already expended significant dollars. We're up to about \$25 million at this point from our own sources, whether we borrowed, set aside a tax increment, used Measure M, which is a local half-cent sales tax that exists in our county. Any money that comes from that source, we're focusing on this project. As a matter of fact, not only have we spent that money up to date, but in the future we're going to be committing that, and recently I learned that we're going to be spending an additional \$3 million for this project to go ahead and do as many improvements as we can.

So with that, I would like to conclude my comments and send it back to the Congressman and, of course, answer any questions any of you may have.

Thank you very much for this opportunity.

Mr. RAHALL. Thank you very much, Mayor, Bob. I appreciate your effective leadership on this issue, Bob, and your excellent testimony today in, as always, vivid terms and with a great deal of enthusiasm and excitement. We appreciate it.

Mr. DORNAN. Mr. Rahall, Mr. Chairman, it just so happens that I found in my pocket a list of populations for our States. I'm going to give this to the good Mayor here. Here is the actual population statistics, starting off with little old Wyoming at 455,000; here is great West Virginia at 1.8 million; and here is Arkansas at 2.3 million. Orange County has already passed Arkansas in population. Look out Bob Dole in Kansas, here we come at 2.485 million.

We are packed with good people, and we're sending some back to tell you about Disneyland and the Mighty Ducks. But help us get over what the Mayor calls the orange crush, because you can't enjoy the good life out there when you're sitting on a freeway, with or without earthquakes.

Thanks, Mr. Chairman.

Mr. RAHALL. Do any of my colleagues from California have questions?

Mr. KIM. I have a couple of questions, Mr. Chairman.

I'd like to welcome again Mayor Pulido. I have just a couple of questions. You mentioned this famous "orange crush." How do you see this project helping this congestion situation?

Mayor PULIDO. Congressman, the orange crush is the 55, the 22, the 5 Freeway, all convening at the same place, and if you're trying to go north from the 57, you just run out of freeway. There's the Santa Ana River and nothing else.

Currently, there's a tremendous widening project there, but if we're able to improve Bristol, it's going to go from a current level of about 42,000 cars up to 58,000. It's very significant. Not only that, but currently we have a series of intersections that are rated by engineers at a level F. If we do this project, they will go to a level C, which is a significant improvement in terms of time.

Mr. KIM. I understand Congressman Dornan says this project is ready to go. How soon can this construction commence?

Mayor PULIDO. How soon can we get the money? We literally are ready to go. We've got the engineering drawings. We can go out to bid. We've done acquisition. We've been very busy on it. ISTEA money that we were granted earlier, all of that is already allocated, and the minute we receive it, we can spend it. It literally is ready to go out to bid.

Mr. KIM. Mr. Chairman, I have just a couple more questions.

In terms of traffic safety, I understand Santa Ana has the highest number of pedestrian deaths in Orange County. How do you see this project improving the situation?

Mayor PULIDO. Unfortunately, Mr. Congressman, this is true. It's a very sad situation, but there are portions of the street where currently there are no sidewalks. Homes abut right to where a curb and gutter would normally go. There are businesses dispersed throughout the street. As the county has grown, this has never really been improved. We want to bring sidewalks, curbs, gutters, lights. We want to bring a little bit of a linear parkway, and we want to take some of these businesses and put them around intersections, put them in 20 development sites that we've identified.

So it will be a public safety issue. We do have a lot of pedestrians right now that are involved in accidents, because they don't have a way of crossing, and possibly there's a small business across the street, and there's that temptation to just run across. We want to get rid of that temptation, place medians, put in sidewalks, light it appropriately so that people at night can see folks, and also have bus turnouts for buses. Right now there are no bus turnouts. The buses come along, people are standing on the dirt, and they're just getting on and off the bus.

So this is much more than transportation in the sense that, yes, it enhances the regional needs, but, yes, it also helps those local pedestrians that right now are in a very dangerous situation.

Mr. KIM. I just have one more question. I understand that you already spent \$20 million for a right-of-way acquisition with city money. You're now asking \$11.7 million for construction. How many jobs would you generate from this construction?

Mayor PULIDO. It is difficult to estimate, but we believe about 260 jobs. However, I think it's going to be more than that, because there's a lot of contracts, there's a lot of people that are going to provide concrete and pavement, et cetera, other services associated with it, and those will be additional to the 260 that we expect of actual people working on-site. So it will be the 260, plus all the other related services.

Mr. KIM. Thank you very much for that fine testimony. I appreciate it.

Thank you, Mr. Chairman.

Mr. RAHALL. The gentleman from California, Mr. Baker?

Mr. BAKER. I just want to thank you, Congressman Dornan, for bringing us up to speed down there. We know how many people live there and what the problems are, but we don't have firsthand information on how the highways connect and where the missing links are. So I appreciate your briefings before this meeting.

Mayor Pulido, you have an avid representative. He's enthusiastic. Thank you, and good luck to you.

Mayor PULIDO. Thank you, Mr. Congressman.

Mr. DORNAN. May I ask the Mayor a question to elicit some information? We have one of the biggest high schools in Orange County right on Bristol. A great parochial school, Mater Dei, sent us a couple of great quarterbacks to the Rams. How big is Mater Dei? It's right on Bristol, right? It faces on the street?

Mayor PULIDO. It literally is on the corner of Bristol and Edinger, and it's, I believe, the largest high school in the city. I can't give you the exact number, so I don't want to err in that capacity, but it's very large, and certainly this would improve that area, because as we improve the intersection—students from Mater Dei that right now have to commute, whose parents can't drop them off, park in the neighborhoods.

Mr. DORNAN. There's over 2,000 in the high school.

Mayor PULIDO. It's a wonderful high school, probably the best high school west of the Mississippi in terms of academics and athletics.

Mr. DORNAN. Okay. Thank you.

Mr. RAHALL. Does the gentleman from California, Mr. Hamburg, have any questions?

Mr. HAMBURG. No questions, Mr. Chairman.

Mr. RAHALL. The gentleman from Illinois, Mr. Poshard.

Mr. POSHARD. No questions, Mr. Chairman.

Mr. RAHALL. Thank you very much, Bob.

Mr. DORNAN. You bet. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Mayor.

The subcommittee will hear from another distinguished Member of our body at this time, the Honorable gentlelady from the State of California, Lynn Woolsey, and she will introduce her guest.

Lynn, we welcome you once again to the subcommittee, and you may proceed as you desire.

TESTIMONY OF HON. LYNN C. WOOLSEY, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; AND BOB ROUMIGUIERE, SUPERVISOR, MARIN COUNTY, CA

Ms. WOOLSEY. Thank you. I really do appreciate the opportunity of appearing before the Surface Transportation Subcommittee. I'm here today to introduce my friend, Supervisor Bob Roumiguere, and to express my support for the Marin HOV Gap project.

I represent Marin and Sonoma Counties, which are the two counties directly north of the Golden Gate Bridge in northern California. Much of our traffic problem is associated with commutes into San Francisco along the highly traveled 101 Freeway. Therefore, Marin County is pursuing a project to provide much needed relief to the congestion on Highway 101.

There are currently two segments of HOV lanes along Highway 101, connected by about four miles of mixed-flow-only highway. The gap in the HOV lanes is a serious disincentive for commuters to use buses or car pools, because HOV users are thrown into the mixed-flow lane at the very busiest point, which adds about 15 minutes to the commute each way. We know that many fewer people use public transit or car pools than would if they could enjoy an HOV lane for their entire commute.

This project would utilize the publicly owned right-of-way that is roughly adjacent to Highway 101 to fill the existing gap and, in so doing, would provide direct HOV access to the Larkspur Ferry Station for those wishing to take public transit to the ferries for their commute into San Francisco.

Mr. Chairman, this project is particularly worthwhile, because not only would it ease congestion in the short term by providing an HOV lane, but it would also accelerate the repairs of the right-of-way for rail use later on.

Marin County is asking the Federal Government to provide \$19 million for the project, which is 80 percent of the total cost. State and local government would provide the remaining 20 percent.

Mr. Chairman, this project is important to the 6th District of California, because it would reduce congestion, increase the use of public transit, and improve air quality for Marin County and the surrounding region.

Thank you, Mr. Chairman, for the opportunity to be here today. Now I would ask that Supervisor Roumiguere be permitted to elaborate on the merits of this project.

I present Bob.

Mr. ROUMIGUIERE. Thank you.

Mr. Chairman and subcommittee Members, I'm deeply grateful to be again before you today. We're very grateful to the Members of this committee for the help that they've given the Redwood Empire counties of California in the past to help us in solving our transportation problems with infrastructure projects.

I'm particularly pleased to be here today with our own Congresswoman, Congresswoman Lynn Woolsey—not only our Congresswoman, but our very good friend—and with Congressman Hamburg, our Congressman to the north. Both of these Members have

amply demonstrated their dedication to helping our region address the very significant infrastructure problems with which we're faced.

As they know and as is known by all who are familiar with the Greater San Francisco Bay area, Highway 101, leading from San Francisco up through the Redwood Empire counties to Oregon, is indeed the lifeline for our Redwood Empire counties. The project that we're requesting assistance with today would address an anomaly which currently exists on 101 by the construction of a gap closure project which will significantly increase the road's capacity in a manner which will not only reduce automobile congestion, bumper-to-bumper traffic, but will be beneficial to the region's air quality as well.

To describe the project briefly, just shortly after you cross the Golden Gate Bridge going north into Marin County on your way up the Redwood Empire, there's about five miles of HOV lane already constructed, and then there's a gap of four miles that mixed-flow lanes still exist, of which our project is about 2.7 miles. Then going north from that, there's an additional seven miles of HOV lanes, and this is through the most difficult part of the Redwood Empire section, from Healdsburg 72 miles south to San Francisco. This is where the traffic collects bumper-to-bumper traffic in the evenings.

The primary reason for this project is to get more people out of their single-occupant automobiles into mass transit. In Marin County, this one little gap, this 2.7 miles, engineers tell us is responsible for about a 15-minute delay in commuting both in the morning and in the evening, and this project would solve that problem.

The alternative to this is a project that has already been designed and has been on the books for some time. The 1992 dollar cost of that project is \$117 million. We don't believe we can get into the State Transportation Improvement Plan until the year 2000, which means construction would be unable to begin until the year 2010, or about 15 or 16 years from now. In 1992 dollars, we estimate the cost in 2010 would be somewhere in excess of \$200 million. This project can be built, be open within three and a half years of funding assurance, and can be done for \$24.6 million in today's dollars.

Mr. Chairman, Members, we think another significant part of this project is the intermodal aspects of it, because it will directly tie buses and ferries and car pools together. The Larkspur Ferry run by the Golden Gate Bridge district runs out of Larkspur, which is the southernmost terminus of this project.

When we first purchased this railroad right-of-way—and we do own the right-of-way now over which this project would run—without this committee's help, we would never have been able to carry out that project. The intent of that in years to come is to be able to install commuter rail passenger service, and we remain very dedicated to that goal. But in the interim, until the commuter rail can become a reality, it would be a wasteful mistake to leave this right-of-way unutilized. It would be a break in faith with our friends on this subcommittee who have assisted us in helping to purchase the corridor.

So, Mr. Chairman, we pledge to continue our strong and long efforts to gain commuter rail through this corridor, but in the in-

terim, we ask this committee to consider our request for 80 percent of the total work, or about \$19.7 million. That will allow us to carry out this gap closure project, as I say, in three and a half years rather than having to wait 15 years to solve the problem there.

We also offer as a benefit of this project, in answer to some of the 18 questions, a savings of about \$43 million annually from the energy lost, the time lost, and the accident factors going through the corridor. In addition, Mr. Chairman, the granting of these funds and allowing us to build this project would get us much closer to the time when we ultimately can see passenger rail service going through this corridor. Probably in excess of 90 percent of this will accomplish projects necessary that will ultimately be used by rail passenger service through the corridor.

Mr. Chairman, thank you again very, very much, and Members of the committee, for allowing us to speak today, and if I can answer questions, I'd be pleased to.

Mr. RAHALL. Thank you very much. Thank you, Lynn, for your testimony as well.

As I understand it now, the entire Highway 101 is on the Secretary's submitted National Highway System, correct?

Mr. ROUMIGUIERE. I believe it is, Mr. Chairman.

Mr. RAHALL. But the gap closure about which you're testifying is not on that system, nor is it on the State Transportation Improvement Plan. Is that correct?

Mr. ROUMIGUIERE. Both the State Transportation Improvement Plan and the Metropolitan Transportation Commission Plan call for the HOV lanes all the way through this area, and this project would accelerate the construction of the HOV lanes by probably at least 12 years.

So I think the answer is this project in keeping with that State Transportation Improvement Plan. But I must tell you that the specific project has not been approved, because it's been about three years since these types of projects have been heard because of the lack of program funding.

Mr. RAHALL. Thank you very much.

The gentleman from California, Mr. Baker.

Mr. BAKER. Of the \$24 million, how much are the local counties and cities putting up?

Mr. ROUMIGUIERE. It would be 20 percent, Mr. Congressman.

Mr. BAKER. So you're asking for an 80 percent match from Congress?

Mr. ROUMIGUIERE. Yes.

Mr. BAKER. Okay. My parents lived the end of their lives there in Villa Marin, right up the road from 101, and so I'm very familiar with the area, and it is truly a commuter's paradise. People now are having—without casting any political brick bats—because of the no-growth tendency of Marin County, the new homeowners, the young families, are tending to live in Sonoma County and up above you. So in order to get to their jobs, you are receiving a tremendous amount of commuter traffic, and this would be a really important project. So I commend Congresswoman Woolsey for bringing this to our attention.

Mr. ROUMIGUIERE. Thank you.

Ms. WOOLSEY. Thank you. I'm glad that you realize, Mr. Baker, that I represent both of those counties—Sonoma County with Dan Hamburg. This project is important to Sonoma County also.

Mr. BAKER. Its proximity to San Quentin, of course, is very important to all of us and many of our constituents. [Laughter.]

Mr. RAHALL. Including all of us on this committee.

The gentleman from California, Mr. Hamburg.

Mr. HAMBURG. Thank you, Mr. Chairman.

I also want to welcome you, Lynn. I think this is two days in a row for you. I've seen a lot of you here.

And, Bob, you're in Washington so much, we really ought to set aside a space for you in one of these office buildings, because you're a regular back here, and you've done an amazing amount of work for Marin County and for the northern bay area in developing transportation.

I know that very dear to your heart is the development of a passenger and freight rail system throughout northern California, all the way from the great City of Korb in the north, just above Eureka, and all the way down through the counties that Lynn and I represent, finally going over to the east, including Napa and Solano Counties. So I know that we're on the same page to the extent that we really believe that anything we can do to move rail along as an alternative to both freight and passengers is something we want to do.

I just wanted to ask you to elaborate a little bit on that rather small percentage of this project that has to do with some paving of the existing SP right-of-way and how that will, in your mind, affect the eventual provision of passenger and rail service throughout this corridor.

Mr. ROUMIGUIERE. Congressman Hamburg, as you mentioned, working together—and the committee Members here have been a very important part of that—we've been working now for about 15 years to get passenger rail into the Redwood Empire corridor, but it's still a ways off. We will complete the acquisition of the right-of-way this year and then be prepared to work toward it.

This current gap closure project consists of—probably at least 90 percent of it will benefit and accelerate our ability to bring rail passenger service in probably three or four years sooner than we would otherwise be able to do that. We believe now, just within the last week, our engineers feel that in addition to the rail and the paving on either side of it, that we probably will be able to bring a third lane into it, so that when rail passenger service becomes possible, the rail will be able to work—we can just start the trains right down there, because it will already be constructed—and we think that we'll be able to have an additional lane there that would continue to be used by buses.

Once rail starts, we're going to take an awful lot of people out of their single-occupant autos and encourage them to get into the rail cars and solve a lot of the backup problem going through that corridor and, at the same time, still be able to continue buses on the right-of-way.

Mr. HAMBURG. So we're not in any sense paving over the rail lines here.

Mr. ROUMIGUIERE. Not at all.

Mr. HAMBURG. And we're not going to run into a time in the future when passenger rail somehow is delayed because we've already got vehicles running up and down this right-of-way.

Mr. ROUMIGUIERE. No, not at all. I wouldn't be part of it if that were the case.

Mr. HAMBURG. I just want to get this on the record, Bob. I feel like I know what you and Lynn are trying to do here, and I think it's a good idea, but I just want to be clear that we're all working together to try to expedite the development of this rail line, and this is not in any way going to slow that process down.

Mr. ROUMIGUIERE. That's absolutely correct.

Mr. HAMBURG. Thank you.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you very much, Lynn.

Ms. WOOLSEY. Thank you.

Mr. ROUMIGUIERE. Thank you very much, Mr. Chairman.

Mr. RAHALL. Thank you, Bob.

Ms. WOOLSEY. You're going to miss me. I'm not coming back tomorrow. [Laughter.]

Mr. RAHALL. Well, with the speed of sound, this subcommittee now travels from the West Coast to southern Florida. We will now hear from our colleague, a very effective Member of this body and strong leader on this issue, the gentleman from Florida, Tom Lewis, and he is accompanied by Mr. Ken Foster, the Commissioner of Palm Beach County; Mr. Hugo Unruh, President of the State Road 7 Association; and a lifelong friend of mine from my hometown of Beckley, West Virginia, Mr. Leo Vecellio of Vecellio and Grogan.

Gentlemen, we welcome you to the subcommittee. Tom, you may open it up and proceed as you desire.

TESTIMONY OF HON. TOM LEWIS, A REPRESENTATIVE IN CONGRESS FROM FLORIDA; KEN FOSTER, COMMISSIONER, PALM BEACH COUNTY, FL; HUGO UNRUH, PRESIDENT, STATE ROAD 7 ASSOCIATION, PALM BEACH COUNTY, FL, AND LEO VECELLIO, JR., VECELLIO AND GROGAN, INC.

Mr. LEWIS. Thank you, Mr. Chairman. Mr. Chairman, thank you for allowing us to appear before you today. As you know, the subject we're going to talk about, this particular roadway, extends into Congressman Alcee Hastings' district as well as my own, and Congressman Alcee Hastings, of course, is on sick leave and is currently recuperating from a serious operation and could not be with us today.

However, we want to talk to you about State Road 7, which is one of the north-south roadways used for evacuation in cases of hurricane or other disasters in south Florida. I believe it was just absolutely brought home to everyone during Hurricane Andrew, when we did evacuate south Florida very effectively, to some degree, through the use of the two other main highways, but we had a congested mess with State Road 7, a two-lane highway, that we do not have sufficient arterial highways running north and south.

So today the three gentlemen that you have mentioned—Mr. Hugo Unruh, on my left, of the State Road 7 Administration; Mr. Ken Foster of the Palm Beach County Commission, and Chairman

of the Safety on Seven Committee, on my right; and Mr. Leo Vecellio, who tells me he has an association with you, also of the State Road 7 Association—have come as constituents of mine and Congressman Hastings to bring forth the problems and the perils of this highway at this in time.

So with your indulgence and the committee's, Mr. Chairman, I would like to introduce Mr. Hugo Unruh to move ahead with the testimony.

Hugo.

Mr. UNRUH. Mr. Chairman and Members, I first wish to thank Congressman Alcee Hastings for his commitment and dedication to this much needed project. I would also like to thank Congressman Tom Lewis for being with us today and the other six members of the South Florida congressional delegation who have recognized the importance of State Road 7/U.S. 441 as a South Florida hurricane/national disaster evacuation route and supported the earmarking of funds to widen this route in the impending legislation.

We are here today to ask for the help of this subcommittee and the United States Congress. We are coming to you last, having already secured the commitment of the local, regional, and State governmental entities, and we are here with the support of citizens who daily must use this dangerous and deadly substandard State and Federal highway.

For years the need to improve State Road 7 and U.S. 441 has been know to the Government as well as the residents and visitors of South Florida. The committee has been given the answers to the 18 questions for which new project-specific authorization is sought. In addition, independent research, data collection, private and public sector reports, statistics and studies on State Road 7/U.S. 441 were provided to revalidate the need for this project.

A few facts. Our safety analysis shows that from 1988 to 1991, 846 total accidents occurred on this section of roadway, 24 percent of them involving fatalities or resulting in serious debilitating injury. Hurricane Andrew proved that this substandard roadway is also substandard as an evacuation route, in which capacity serves the same importance as a freeway, with only two lanes.

Our current five-year road program shows that it will take another eight to ten years to complete this project without accelerated funds.

Before I go any further, I would like to turn the microphone over to the Honorable Ken Foster, Commissioner of Palm Beach County District 6, and Chairman of the Safety on Seven Committee.

Mr. Foster.

Mr. FOSTER. Thank you.

Mr. Chairman, Members of the committee, I'm here as the founder of the Safety on Seven Committee, which was the initial unified voice of the people concerned about the safety on this deadly highway. I'm here to seek your Federal support for this project, which has the potential for disaster every day.

The State Road 7/U.S. 441 project is a two-lane road. It runs 23 miles north and south through Palm Beach County. On its eastern border, it has a canal. This Federal highway has a dominant corridor in this area. It shuttles commuter traffic on a daily basis,

which includes slow-moving vehicles, trucks, bicycles, school buses. This is constant traffic movement, and it's all on two lanes.

The metropolitan planning organization, which I'm a member of, ranked this substandard highway as its number one priority beginning two years ago. Revisions to ISTEA legislation allowed MPOs to take safety factors into account, and our local MPO reacted quickly. Based on the number and the severity of the accidents that you've just heard about on State Road 7/U.S. 441, the MPO ranked it first.

Florida's Department of Transportation has cooperated along with us to move and allocate money for right-of-way constructions in its five-year road program. The Florida legislature amended their right-of-way bond cap to make monies available.

The memory of Hurricane Andrew lingers in all of our minds. You can have a memory of Andrew and the destruction even if you're not from South Florida. Our daily reality is that another Andrew will undoubtedly strike again, and our disaster planning needs to address this reality. Our Governor's Task Force identified the bottleneck in Palm Beach County. State Road 7/U.S. 441 is one of only eight lanes to shuttle the people through Palm Beach County. Below us live several million people. Many, if not all, will try to go north. We could never have imagined this two-lane road would also serve as an emergency route.

Our emergency today is to have you realize just how critical our need really is. We don't know when our critical safety issue will be the next national headline, but we need your assistance today.

Mr. UNRUH. Mr. Chairman, I'd like to turn your attention to the facts of disaster evacuation. I've asked that a map be handed out to each of you that really graphically depicts our problem.

If you look at this, below screen line 1, we have 3.6 million people in that part of South Florida, reminding that this is not a stagnant population. At screen line 3, two lines down, we have 19 lanes of northbound traffic, which collapse into eight lanes of northbound traffic at screen line number 2. Under normal operating conditions, these 19 lanes will carry an average of 410,000 vehicles per day, and the eight lanes of northbound traffic in Palm Beach County only carry an average of 172,000 vehicles per day.

According to a study conducted on capacity and constraints, the bottleneck in Palm Beach County reduces evacuation capacity by a very large 60 percent. With these and other capacity restraints, it would take more than three days to safely evacuate those that anticipate leaving South Florida in the wake of another threat of a hurricane.

As you are well aware, the Hurricane Center can only give a 24-hour notice with any real degree of accuracy. Our warning time is thus extremely limited, and our transportation system must meet higher capacity levels.

Through funding State Road 7/U.S. 441, we can go a long way toward increasing the vehicular and human capacity of this bottleneck and assure that a much larger majority of the 3.6 million people that live in this area are given sufficient notice of an impending hurricane to help assure their safety and evacuation.

Included in our report to you is a letter from our MPO chairman bestowing this corridor as its number one priority ranking in ac-

cordance with the guidelines of ISTEA, and also a letter that Florida's Secretary of Transportation has written to Chairman Rahall calling this project, and I quote, "a regionally significant highway" and stating that, "Given the characteristics of this road and the circumstances surrounding its current utilization, acceleration of FDOT transportation improvements on State Road 7 in Palm Beach County would be a positive development."

In closing, Mr. Chairman, we urge, as Secretary Watts has stated, your serious consideration of a project which has critical need. The regional and State governments have been responsive, but their dollars are not enough. We request \$40 million to expedite completion of this principal arterial route emergency evacuation corridor. We can utilize these dollars immediately. There can be little question, as supported by all the available data, that this project is in immediate need of your financial commitment.

Thank you very much.

Mr. RAHALL. Thank you very much, gentlemen, for your testimony. I appreciate it very much. This route is now part of the evacuation route. Is that correct?

Mr. UNRUH. Yes, sir.

Mr. LEWIS. That's correct, Mr. Chairman, and as I pointed out in my testimony, with the evacuation of almost a million people from extreme South Florida during Hurricane Andrew, this is the road that created the bottleneck. For example, if we had the opportunity to evacuate more people in case of a larger storm, we would not have been able to get them out of there, because we would have had a high fatality rate on the road.

Mr. RAHALL. And I have had discussions with friends from West Virginia who are down in the Miami area; who were affected by the last hurricane. They stayed in their homes thinking they could tough it out, and I have heard the stories and seen the tears come into their eyes when they describe it. They say never again; they will take every possible warning in the future very seriously and evacuate. So I can certainly see the dire need here.

Our full committee Chair, Mr. Mineta?

The CHAIR. Thank you very much. I know Congressman Hastings has been very vigilant in terms of pursuing this, and, Tom, I appreciate your filling in and helping Alcee on this, given his health problem, as well.

The other day when Secretary Watts from FDOT was here, I asked him about—given the various pressures that we have in terms of limited financial resources, I asked him about priorities that we're having to develop because of our own limited financial resources, but that those are really also best determined by local people, and I asked him about if he had his druthers, and not specifying projects, where he would weight Florida projects, and he said those that touch on the interstate. He didn't say which or where, but those that touch on the interstate.

This isn't touching on an interstate, but I was wondering if you have any comments or retort, rebuttal, whatever, to Secretary Watts' preference for—and I notice that you already have some monies from the Department of Transportation in the State of Florida for parts of this 441/State Road 7. So I was wondering if you could comment on that.

Mr. UNRUH. Yes, Mr. Chairman. In all due respect to Secretary Watts, he has a very tough job, as most transportation secretaries, in allocating a priority for projects that far exceed the amount of money necessary to complete them. Also, I mentioned with regard to our testimony that Secretary Watts did respond with a letter to Congressman Rahall with regard to the significance that the State thought that this project had.

We have had a lot of support from Secretary Watts' office. When the local MPO responded by ranking this project number one on their list of priorities, the Florida Department of Transportation immediately responded over a year's period to allocate approximately \$67 million toward this \$100.1 million project. So they really have, we believe, put forth every effort that they can.

So to answer your question, we believe that he is supportive and committed to this project. He has shown it in the way of a letter to us, and there are a lot of priorities in Florida.

The CHAIR. Good. Thank you very much. It's good to see you again, Mr. Unruh.

Mr. UNRUH. Thank you.

Mr. RAHALL. And this project is listed on the Transportation Improvement Plan for the State, right?

Mr. UNRUH. Yes, it is. It is on the five-year road program.

Mr. RAHALL. Thank you.

The gentleman from California, Mr. Baker?

Mr. BAKER. Just to echo the words of the Chairman, thank you, Mr. Lewis, for bringing this to our attention, and even though it isn't on the interstate, I think you can't get everyone on the interstate. So when you have whether it's an evacuation or a daily traffic flow, our intention is not to further jam up the interstates, but to relieve by building up the infrastructure around it, and I think probably Route 7 is one of the most important.

So I appreciate, Tom, your bringing this to our attention, and thank all of you folks for being here.

Mr. RAHALL. The gentleman from Illinois, Mr. Poshard?

Mr. POSHARD. Thanks, Mr. Chairman. Just a quick question.

The project total cost is \$107 million. Is that right? Of which the State is putting forth \$67 million, and you're asking for \$40 million from the Federal funds?

Mr. UNRUH. The project total cost is \$100.7 million.

Mr. POSHARD. And what's the breakdown between the State and Federal funds?

Mr. UNRUH. At this point in time, of the \$67 million allocated to the project, \$30.9 million is from State funds, \$36 million is from Federal funds, to create the \$67 million. Of the \$40 million that is being requested, when the project is completed, due to about \$12.5 million in existing local and private sector contributions of rights-of-way, the local match will exceed 20 percent.

Mr. POSHARD. Thank you, sir.

Mr. RAHALL. Does the gentleman from Illinois, Mr. Lipinski, have a question?

Mr. LIPINSKI. No, Mr. Chairman.

Mr. RAHALL. The gentleman from Illinois, Mr. Costello.

Mr. COSTELLO. No questions, Mr. Chairman.

Mr. RAHALL. Thank you very much, gentlemen. Thank you, Tom, for your testimony.

Mr. LEWIS. Thank you, Mr. Chairman.

Mr. RAHALL. Well, the Illinois delegation has arrived en masse, so I will recognize our colleague and very valued Member of this committee, the gentleman from Illinois, Mr. Glenn Poshard, for purposes of introducing our next witness.

Glenn, you may proceed as you desire.

Mr. POSHARD. Thank you, Mr. Chairman. Mr. Chairman, I have with me Joe McGuire, who is the Chairman of the Route One Association and Economic Development Association. Joe has undertaken the task of bringing economic development to a long stretch of Route 1 in southeastern Illinois and central Illinois, and Joe will be presenting testimony in support of Route 1 being included in the National Highway System. I'll make a couple of further comments at the end of his testimony.

TESTIMONY OF JOE MCGUIRE, PRESIDENT, ROUTE ONE ASSOCIATION, MT. CARMEL, IL

Mr. MCGUIRE. Mr. Chairman, Members of the committee, I am President of the Route One Association, which is a coalition of 15 counties located in eastern and southeastern Illinois. We further identify ourselves as the Route One Corridor, stretching 265 miles from Kankakee to Harrisburg. I want to thank you and the committee for this opportunity to tell you a little about our organization and our part of the country.

We are a grassroots organization supported entirely by a dues-paying membership. We use no tax funds for our work. We do not have a paid staff, but we depend primarily on many volunteers who support us and our goals. Our business is conducted by a board of directors consisting of 15 members, one representative from each member county appointed each year by the county board from each county.

Route 1 is a narrow, twisting, hilly highway located along the eastern side of Illinois, beginning in Chicago and continuing to the Ohio River at Cave In Rock. At the present time, that portion from Chicago to Kankakee and Norris City to Cave In Rock is not included in the National Highway System.

Ours is a rural area throughout the length of the corridor, with a population density of 47 persons per square mile, compared to the State average of 205. During the past few years, we have seen unemployment in our Route 1 Corridor exceed the State and national average by 3 to 4 percent. Also during that period of time, we have seen a population decline of approximately 10 percent.

We are fortunate to have in the corridor five community colleges, so it would appear, looking at the decline in population, that we are providing educational facilities for our young folks, but we're not providing the jobs to keep them in the area; therefore, the 10 percent decline in population would indicate that we're educating them, and they're leaving the area.

The economy, to a great degree, is supported by agriculture, with a number of small industries located throughout the area. Much of the grain is moved by truck at the present time, because during the past 20 years, hundreds of miles of railroads have been abandoned

in the corridor, forcing transporters to seek other modes of transportation. The same holds true for the manufacturers. Those requiring a large amount of raw materials to make their products and transport them out of the area must depend almost entirely on highway transportation. The result has been that those industries that require adequate, relatively inexpensive transportation have located in areas outside the Route 1 Corridor.

We who live and conduct business in the corridor have seen over the years a declining economy and a decreasing tax base that makes it difficult to provide the services and infrastructure necessary to attract new residents and businesses to the area. I have considerable personal knowledge about the decreasing tax base. I've served for a number of years as the county commissioner of Wabash County in southeastern Illinois.

Since we do not foresee the building of any new railroads in the corridor in the near future, we must look to our highway system for relief. We believe that highway improvements in the Route 1 Corridor would result in our being able to compete favorably with other areas for industries requiring highway transportation and would allow our agriculture industry to market its grain without the burden of excessive transportation costs.

Our stated goals, Mr. Chairman, are to promote tourism, industrial development, and other economic development necessary to improve the quality of life for the residents of the Route 1 Corridor. We believe that including our highway in the National Highway System will help bring this about. We could then make our fair share contribution to the economy of this country.

Therefore, Mr. Chairman, I want to thank you for including Illinois Route 1 from Kankakee to Norris City and Route 45 from Norris City to Harrisburg in the National Highway System. I respectfully ask for the future assistance of this committee in developing this highway into a major north-south thoroughfare along the eastern side of Illinois.

The people who live in eastern and southeastern Illinois thank you for this opportunity to be heard on this issue that we consider vital to the economic future of our area, and I would request that the balance of my testimony be included in the record.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you very much for your testimony.

Does the gentleman from Illinois, Mr. Lipinski, have questions?

Mr. LIPINSKI. Thank you very much, Mr. Chairman.

I want to say to Joe I appreciate very much his testimony here, and I am somewhat familiar with the situation with route one. I've had a number of discussions with Congressman Poshard about it, and along with Congressman Costello, Congressman Sangmeister, and Congressman Poshard, I will be working very diligently to try to get your project included in the National Highway System bill, and I appreciate your testimony today.

Mr. MCGUIRE. We appreciate the efforts of everyone involved.

Mr. LIPINSKI. Thank you.

Mr. RAHALL. The gentleman from Illinois, Mr. Costello?

Mr. COSTELLO. Mr. Chairman, thank you, and I'd like to both thank and welcome Mr. McGuire for coming here today and state my support for this project. As you know, after being asked by my

colleague Mr. Poshard to support this project and to review it, I am giving it my full support. I have contacted the Secretary of Transportation, I have asked the colleagues of ours on this committee, and I can assure you, Mr. McGuire, and everyone who is supporting this project back home that at least my good friend and colleague Mr. Poshard has spent countless hours briefing us and telling us what a priority this is to him and to our part of the State.

So I thank you for being here today, and I can assure you that you will have my support and the support of the Illinois Members of Congress on this committee in supporting Congressman Poshard in this project.

Mr. MCGUIRE. Thank you very much. We appreciate the help.

Mr. RAHALL. I just want to thank you, Glenn, and tell Mr. McGuire that he certainly has very effective representation here in Washington, because these gentlemen have talked to me a number of times about Route 1, and they are Members of this committee as well.

Mr. MCGUIRE. We are aware of that, and we are very fortunate to have those individuals in our corner from the State of Illinois.

Mr. RAHALL. You're very lucky, and we appreciate you being here today.

Mr. MCGUIRE. Thank you very much.

Mr. POSHARD. Thank you, Mr. Chairman, for all that you've done to help us with this, and I thank my colleagues from Illinois also. Thank you, sir.

Mr. RAHALL. Thank you, Glenn.

The subcommittee will now hear from a panel consisting of Mr. Robert Wahlert, President, FDL Foods, of Illinois; Mr. John Osmanski, General Manager, Eagle Ridge Inn and Resort in Illinois; and Mr. Hugh LaMont, Executive Director of the Greater Dubuque Development Corporation out of Illinois.

Gentlemen, we welcome you to the subcommittee. I understand you will be discussing the U.S. Highway 20 project, and we do have your prepared testimony. We're glad you could be with us, and you may proceed as you desire.

TESTIMONY OF ROBERT H. WAHLERT, PRESIDENT, FDL FOODS, INC., DUBUQUE, IA; JOHN J. OSMANSKI, GENERAL MANAGER, EAGLE RIDGE INN AND RESORT, GALENA, IL; AND HUGH G. LaMONT, EXECUTIVE DIRECTOR, GREATER DUBUQUE DEVELOPMENT CORP., DUBUQUE, IA

Mr. WAHLERT. Mr. Chairman, Members of the subcommittee, my name is Bob Wahlert. I am President and CEO of FDL Foods, with our main plant located in Dubuque, Iowa. My family has a 63-year history of meat packing in the Dubuque area.

FDL Foods was begun in 1982, with approximately 850 employees; today we have approximately 1,850. We process up to 11,000 hogs per day, producing fresh pork sausage, bacon, hams, and smoked meat products that we ship throughout the United States, and do most of this by truck. All of our products, except fats and oils, do move by truck, and our outbound shipments run from 300 to 450 trucks per week, with approximately two-thirds of those trucks using Highway 20.

In addition, we use Highway 20 to bring in 20 to 45 loads of product for further processing and reshipping from an affiliated plant in Rochelle, Illinois. We also purchase livestock in north-eastern Iowa, northwestern Illinois, and southwestern Wisconsin, with a high percentage moving along Highway 20. Supplies of boxes, films, cans, spices, paper products, and other logistical items also come on Highway 20, and they average about 15 loads a week.

As I understand it, Dubuque, Iowa is the largest city in the United States without direct access to the freeway interstate system. Our economic growth is dependent upon good ground transportation. Highway 20 between Freeport, Illinois and Dubuque, Iowa, which is approximately 50 miles, is an obsolete, dangerously narrow, curvy, hilly highway that dates from the 1920s. Safety alone mandates that a modern four-lane access to the interstate system should be built.

In addition, unmeasured economies from reduced wear and tear on trucking equipment—tires and so forth—load shifting, higher fuel costs, additional driver fatigue, and, in our case, general customer satisfaction are reasons enough for requesting a four-lane highway to the east. We have a great deal of difficulty serving our customers in a timely manner, because our shipments, even as close as to Chicago, can have as much as one to one and a half hours variance in time, depending on conditions along Highway 20.

Speaking not only for our firm, but for other manufacturers and shippers in the Tri-State area who do ship east, we urge you to expedite a four-lane highway between East Dubuque, Illinois and Freeport, Illinois.

Thank you.

Mr. RAHALL. Mr. Osmanski.

Mr. OSMANSKI. Mr. Chairman and Members of the committee, I want to thank you for the opportunity here today in testifying before you regarding U.S. Route 20 in northwest Illinois. I would like to begin my remarks by giving you some background on the area that will be impacted by this project.

The Galena territory is a 6,800-acre resort community located in the northwest tip of the State of Illinois, six miles from historical Galena and 153 miles from Chicago. The Galena territory has an appeal for second homes, permanent residences, and resort activities that draw its guests from over a 300-mile radius. U.S. 20 is a major route for the area's attractions.

Galena is ranked third in Illinois destinations, behind Chicago and Springfield. The House on the Rock at Spring Green, Wisconsin is the number one tourist attraction, located an hour and a half from Galena. The Mississippi Queen Casino from Iowa is ranked the number one tourist attraction. Also, our Silver Eagle Casino located in East Dubuque and others previously listed are within an hour and a half from the Galena area.

Regionally, U.S. 20 is vital to reach these areas of attraction and destinations. As a two-lane highway, it has caused major concerns and problems regarding safety of driving, safety of individuals in small towns, time element, and truck usage. We at Eagle Ridge, Galena territory, the Silver Eagle Casino, and the community of Galena are very concerned with the future of our Tri-State area

and the present inadequate road system. It is vital to the Tri-State area that you strongly support a four-lane project.

I have included some facts and figures for your review, listing that over a million people come to the Galena area in a given year, and also that during a sluggish economic period, the Galena area has increased its activities by over 265 percent, and by 45 percent over the past couple of years.

Sixty-five percent of the Jo Daviess County visitors reside in the Chicago metro area. One hundred percent of them travel to the Galena area by Highway 20. A majority of the 35 percent residing in a 400-mile radius reach Galena also by Route 20. Tourism is Jo Daviess County's largest employer and second largest industry.

As you can see by Table 2, which I have addressed and attached, the Tri-State area has a major financial commitment. With our 15-year projections, our needs will grow dramatically. It is vitally important that the U.S. 20 four-lane project receive a very thorough review and favorable decision. In a given year, we represent over \$250 million in revenues. Just Eagle Ridge and Silver Eagle employ over 1,400 employees, with a payroll of over \$20 million.

Mr. Chairman and Members of the committee, we thank you for your time and understanding of this matter.

Mr. RAHALL. Thank you, John.

Mr. LaMont.

Mr. LAMONT. Mr. Chairman, I'm Hugh LaMont, representing the Greater Dubuque Development Corporation. Our support comes from the public and private sectors of Wisconsin, East Dubuque, Illinois, and Dubuque, Iowa. Our greetings and respect to you and your committee.

We acknowledge full Transportation Committee Chairman Mineta's visit to our area of about a year and a half ago and very much appreciated that, and with respect to Congressman Lipinski. We acknowledge the supportive interest of Donald Manzullo, a Member of Congress from Illinois' 16th District, and the Illinois Department of Transportation.

We respectfully submit our interest in and urge your affirmative action with regard to the proposals forwarded by Congressman Manzullo in his letter to you of January 13, 1994, regarding three projects of improvement on Illinois Route 20, U.S. 20, under your consideration for inclusion. These projects and their logical continuation during the remainder of this century will alleviate a serious and lingering peril to life and limb along that current stretch of two-lane U.S. Highway 20 as it traverses Stephenson and Jo Daviess Counties in Illinois.

As one of the Nation's oldest winding, heavily traveled bottleneck section of roadway, the natural beauty of our unglaciated Tri-State area continues to be negatively impacted. With the current conditions of this roadway, the expansion of commerce and recreation in this region of Iowa, Illinois, and Wisconsin cannot begin to reach its full potential, particularly with the increased demand to access this area by millions of constituents from Milwaukee and Chicagoland.

Leadership representing private and public cooperation call your attention to the fact that our area continues to remain the last standard metropolitan statistical area to not be, nor have hope of

being, served by the Interstate and Defense Highway System. The opportunity to alleviate the stress on major U.S. Interstate Routes 80, 90, and 94 in our area could be achieved by connecting four-lane U.S. Highway 20 which runs to I-380 and I-35 in eastern Iowa to four-lane U.S. Highway 20 which runs to I-90 and I-39 west of Rockford and Freeport, Illinois. This could be achieved with a modern, beautiful, and efficient roadway.

This corridor's theme could be the Glacier Shadow Pass. It will have a positive strategic impact on commercial, economic, and recreational development affecting three States well into the 21st century.

We appreciate your timely consideration of these projects, which are in appropriate degrees of design and readiness, and it is responded to by the Illinois Department of Transportation with regard to your remarks requesting responses to the 18 questions outlined in the congressional record of Wednesday, October 13, 1993, page E-2405.

Additionally, we hope you will recognize the supportive efforts for these projects by the Jo Daviess/Stephenson Counties Illinois 20 Corridor Association, the Glacier Shadow Pass Route 20 Advisory Council, the Northwest Illinois Mayors Association members, League of Iowa Municipality Officials, of which I am a past president, local Dubuque government leaders, and the Dubuque area chamber of commerce and Tri-State regional bipartisan efforts to continue the partnership philosophy that is working toward successful diversification of our regional economic base.

Thank you for your kind attention and for this opportunity to present our interest and qualifications straight ahead.

Mr. RAHALL. Thank you very much, Hugh and John, for your very well-prepared testimony. I understand Mr. Wahlert had to leave to catch an airplane, so we understand that.

Let me recognize first our distinguished Chairman of the full committee, Chair Mineta.

The CHAIR. Thank you very much, Nick.

I remember when David Nagel and all of us got together, and went through that area. So once you reminded me, then I remembered the day that I spent there. So, again, thank you very much for your presentation, and we'll take a look at it very, very carefully.

Thank you.

Mr. RAHALL. The gentleman from Illinois, Mr. Lipinski.

Mr. LIPINSKI. Thank you, Mr. Chairman. I first traveled down this route between Freeport and Dubuque, Iowa 38 years ago, when I went to Loras College in Dubuque, Iowa. I traveled it the last time about four or five weeks ago. I don't think it's improved one iota in those 38 years.

I had not been aware of the fact that you were requesting anything for this as part of the National Highway System. I am very happy that you are. I think it is something that, if at all possible, we should get done, because it is ludicrous to have this four-lane highway coming out of the City of Chicago, running northwest to Wisconsin, Iowa, Minnesota, and frankly, stopping in Freeport. Unless you have ever driven this highway, you cannot appreciate how

absurd it is to have a four-lane highway coming down to a two-lane highway.

And as you mentioned, this is the part of the State of Illinois that the glacier didn't get to. Everybody thinks of Illinois as flat as a pancake, and 95 percent of it is, but not this area here.

So I hope that you have Congressman Manzullo and the Congressman that represents Dubuque lobby very strongly on behalf of this project. I will certainly be more than willing to give them all the aid and assistance that I can as a Member of the Public Works Committee, because I think this is a very significant project.

Thank you, Mr. Chairman.

Mr. OSMANSKI. May I respond, Mr. Chairman?

Mr. RAHALL. Yes.

Mr. OSMANSKI. I'd like to thank the Congressman very much, and I will pay your respects to Monsignor Barta, the President of Loras College, if I may.

Thank you for your personal observation spanning what truly is a multigenerational highway that, in its day, was a key and critical link to commerce on a Tri-State basis. It still, let me assure you, very much is, but the potential that exists for a number of our different constituencies to benefit by the year 2000, I think, is very deserving.

We very much appreciate and respect your comments, and thank you.

Mr. RAHALL. If the Chair may respond, it wasn't quite 38 years ago when I first traveled in the Galena territory, still in my mother's arms, but I have traveled it, and I know especially, John, what you refer to as the Galena territory and Dubuque. I have visited it a number of times. I've traveled this particular segment of Route 20 as late as six months ago and hope to again in another six months. It is beautiful territory, and I can see the need for what you're testifying to today.

The gentleman from Illinois, Mr. Poshard.

Mr. POSHARD. No questions, Mr. Chairman.

Mr. RAHALL. The gentleman from Illinois, Mr. Sangmeister?

Mr. SANGMEISTER. No questions, Mr. Chairman.

Mr. RAHALL. The gentleman from California, Mr. Baker?

Mr. BAKER. I apologize, I'm the only one in the room that has never been on Highway 20. But Congressman Manzullo has made us very aware of the needs of Highway 20 not only to Illinois, but also to Iowa, and we will be watching it, and we appreciate your participation, the private industry and the governments and the folks who are providing the local support, and the fine job you did answering the 18 questions to give this a little more priority.

So we'll give our best to Congressman Manzullo for you, and he has made us very aware of this project. We'll continue to work to make sure that it's improved.

Mr. OSMANSKI. Thank you.

Mr. LAMONT. Thank you.

Mr. SANGMEISTER. If I may just ask one question, Mr. Chairman—

Mr. RAHALL. Sure. The Chair recognizes Mr. Sangmeister.

Mr. SANGMEISTER. There's one main question I would have. I remember traveling up that route, but I can't remember the route

numbers. Will this be any easier to get to Eagle Ridge? That's my question.

Mr. OSMANSKI. Yes, it will. It will help it tremendously.

Mr. RAHALL. You've convinced me. [Laughter.]

Any further questions?

[No response.]

Thank you very much, Hugh, John.

The subcommittee is now going to hear from a panel which includes our good friend and dear colleague from Illinois, the Honorable John Edward Porter, and I will allow him the honor of introducing his panel, if he desires.

TESTIMONY OF HON. JOHN EDWARD PORTER, A REPRESENTATIVE IN CONGRESS FROM ILLINOIS; PHILIP A. PAGANO, EXECUTIVE DIRECTOR, METRA COMMUTER RAIL, CHICAGO, IL; AND LOUIS S. VIVERITO, CHAIRMAN, CENTRAL AVENUE BY-PASS TASK FORCE, ACCOMPANIED BY HON. HARRY KLEIN, MAYOR, BURBANK, IL

Mr. PORTER. Well, I appreciate that, Mr. Chairman. I'm going to introduce part of the panel, if I may.

Mr. Chairman and Members of the subcommittee, I would like to introduce Mr. Philip Pagano, who is the Executive Director of Metra, which is the commuter rail division of the Regional Transportation Authority of northeastern Illinois. Phil Pagano is here today to testify before you regarding two commuter rail projects.

The Wisconsin Central is a new commuter rail project that Metra is undertaking to serve the northwestern suburbs of Chicago. In fact, the Wisconsin Central would be the first new commuter rail line in northeastern Illinois since 1926. Metra is also working on a substantial upgrade of an existing commuter rail line serving the southwest suburbs, the Norfolk Southern. This line, which originally ran only one trip a day, is currently strained to capacity.

Over the past two years, I've had the opportunity to work with Metra on the Wisconsin Central rail line, which will provide commuter service to downtown Chicago for many of my constituents. I strongly support the Wisconsin Central line. This rail line will serve a significant population, Mr. Chairman, reduce traffic congestion, benefit the environment, and I'm told it's one of the most cost-effective projects ever seen in Washington.

I'm pleased to be able to say that the bulk of the funding of this project has already been raised by the State and local governments, and as a result, only a small amount of Federal funding is requested.

I'd like to particularly thank Bill Lipinski for the support he has shown for Metra and for his leadership on transportation projects in northeastern Illinois, and I appreciate also the support of my Illinois colleagues, George Sangmeister and Glenn Poshard.

Mr. Chairman, I know of the difficult budgetary constraints facing your subcommittee, but I hope that you will look favorably on Metra's request. Thank you for allowing Phil Pagano the opportunity to testify today. He will describe for you in detail the merits of the Wisconsin Central and Norfolk Southern and the types of financing that are involved.

Thank you, Mr. Chairman.

Mr. RAHALL. Phil.

Mr. PAGANO. Thank you, Mr. Chairman. I wish to take this opportunity to really thank Congressman Porter for taking time from his busy schedule to make the introductions, as well as he has already expressed our sincere appreciation of our Congressmen Lipinski, Sangmeister, and Poshard for the support that they have given not only to Metra, but to transit in northeast Illinois.

We are here to discuss the authorization of two separate projects. Each has a great deal of merit, and I might note that each contains a significant amount of non-Federal funding. At Metra, we have earned a reputation for sizable local and regional capital share funding. We do it not only as a matter of principle, but also with the expectation that this will enhance our case in seeking Federal matching funds.

This coincides with us having been recognized as having the highest on-time performance—97 percent—and the highest fare box recovery ratio—60 percent—of any commuter rail system in the United States. We take extreme pride in being recognized as the finest commuter rail system within the United States.

One of the projects is a new start, the planning and funding of which started in 1993. This is the implementation of a commuter rail service on the tracks of the freight-only Wisconsin Central Railroad. The area served by this line has seen intense residential development over the past two decades. Where there once grew corn and soybeans, there now grows families and congested county roads.

The second project is at the opposite end of our territory, and I might note that the size of our territory is almost as large as the State of Connecticut. It involves the substantial upgrading of an existing rail line that was a latecomer into Chicago railroading when it was built as the old Wabash Railroad and was a late bloomer to the Metra family. Where it had only one round trip each weekday in 1975, it now hosts 10 trains a day, and the old Wabash is strained for capacity.

Let me begin with the Wisconsin Central. This will be a new service for us and is targeted to start in the spring of 1996. Despite the name, it will not go as far as the Wisconsin State line, but some 50 miles north of Chicago. Last year the appropriations conferees earmarked \$8 million in Section III new start funding as seed money for this project. Our region's fiscal year 1993 CMAQ Program included approved funding from that source in the amount of approximately \$6 million. The pending 1994 CMAQ Program totals \$22 million for this program.

Mr. Chairman, under accepted formulas, this new start will obviate more than 440,000 automobile trips per year and will reduce vehicle miles in our non-attainment region by more than 23 million. The total cost for this project is just over \$100 million, of which close to half will be local and regional money. We think it is somewhat rare for a new, 50-mile transportation facility to be put in place with a Federal share of approximately \$1 million a mile. The municipalities along the line have accepted the responsibility to manage and fund station and parking projects, and their contribution to this project is in the area of somewhere between \$10 million and \$15 million.

We have already acquired \$10 million worth of locomotives that were financed with Illinois revenue bonds. We are acquiring 173 new cars and rehabilitating 140 rail cars to meet ADA requirements, again under Illinois revenue bonds, and the arrival of cars starting this year will free up sufficient existing cars for service on the Wisconsin Railroad.

There is one other factor I bring to your attention. The tracks of the Wisconsin Central border O'Hare Airfield. We will have a station there, and as more studies come to my office, I am increasingly convinced that O'Hare may be as much a designation for suburbanites as downtown Chicago. The new emphasis on intermodalism will have a showcase in the Metra-O'Hare linkup.

Now let me address our other project. You will see in our packages that we have alternate names of the Norfolk Southern and Metra Southwest service. While the tracks are actually owned by Norfolk Southern, we have leased the property and have taken on the commuter railroad workforce and made them part of the Metra family. We don't go to Norfolk, we aren't Southern, but we do serve the southwest suburbs, thus the name southwest service.

As noted, this was once the Wabash Railroad, and it never was designated as a commuter route. There are several stretches of single track, and the circuitry for grade cross warning devices are set at 50 miles an hour for freight trains. It is 25 miles to the end of the line, and trains currently make the trip in approximately one hour, making stops at seven in-route stations.

Despite its shortcomings, the route has grown from several hundred riders a day to approximately 16,000 passenger trips on an average weekday, and the southwest suburbs are still the fastest-growing part of northeast Illinois in terms of building permits. We owe those commuters something better than 10 trains a day averaging 25 miles an hour, and we seek your help in authorizing the needed improvements.

The total cost of the southwest service capital improvements will total approximately \$12 million, of which we will have available to us of approximately \$2 million for local match against \$8 million of Federal funds, and a total of \$1 million has already been funded through CMAQ.

Again, Mr. Chairman, we deeply appreciate the committee's time for what may seem like small projects to you, but will have significant improvement to Metra and our customers. I'll be glad to respond to any questions.

Mr. RAHALL. Thank you.

Does the gentleman from Illinois, Mr. Lipinski, wish to introduce the remainder of the panel?

Mr. LIPINSKI. Yes. I'd like to introduce the other two members of the panel. They are, obviously, also from Illinois. They are not here to speak about the projects that Mr. Pagano was speaking about, although I'm quite sure both of them support those projects also. They are here to speak to us today about the Central Avenue Bypass.

Mr. Viverito is the Supervisor of Stickney Township, soon to be the Illinois State Senator from that area, and he is the Chairman of the Central Avenue Bypass Task Force. He is accompanied by Mayor Harry Klein of Burbank. Mayor Klein is here because he

chairs the most significant subcommittee of the Bypass Task Force, the one dealing with problems of local residents and local constituents, because he is the Mayor of the city where a great deal of the traffic by the new Central Avenue Bypass is going to terminate.

Mr. Viverito, Mr. Klein, the floor is yours.

Mr. VIVERITO. Thank you, Congressman Lipinski.

Mr. Chairman and Members of the subcommittee, thank you for the opportunity to appear here this afternoon. My name is Louis Viverito, and I am here today in my capacity as Chairman of the Central Avenue Bypass Task Force. I am joined today by Mayor Harry Klein of Burbank.

The Central Avenue Bypass is an essential project for the residents and businesses of Cook County's southwest side. Currently, there is no north-south roadway in the three-mile width of the Belt Railway Company of Chicago's yard. Those traveling southbound on any road between Cicero and Harlem Avenues must turn at 65th Street to either Harlem Avenue or Cicero Avenue. These two north-south streets are severely overcrowded. The Central Avenue Bypass is the solution for dealing with this growing problem.

In 1979, a steering committee prepared a feasibility study for the corridor between Harlem and Cicero Avenues and 95th Street and the Eisenhower Expressway. The study addressed the need for the improvement of the north-south traffic flow in the corridor area and included the possibility of locations for a separation of the Belt Railway freight classification yard.

Transportation demands in this area are both local and regional in nature. Local transportation demand for travel through the Belt Railway classification yard is generated mainly by the need of the area's business and residential communities for the improvements in the north-south traffic flow. On a regional level, however, is the demand for smooth and efficient travel connecting the Stevenson Expressway to the suburbs, including Oak Lawn, Burbank, and the Bedford Park area.

Mr. Chairman, this connection is essential to the improvement of the traffic flow from Cook County's southwest suburbs to downtown Chicago. In addition, this route will provide improved access to Chicago's Midway Airport located between Cicero and Central Avenues and 55th and 63rd Streets. The resurgence of this facility will continue to increase traffic flow in this area.

In addition, the Chicago Transit Authority's southwest rapid transit line opened last year, with its termination at Midway Airport and stations throughout Chicago's southwest side. The orange line continues to show increases in ridership on a daily basis. Without the Central Avenue Bypass, increases in CTA and PACE commuter bus routes feeding the Midway Airport station will cause additional congestion on Harlem Avenue and Cicero Avenue.

Completion of this project will make it easier for the suburban residents to take advantage of the public transit services and reduce traffic at points throughout the area.

Mr. Chairman, this is a large project which has overwhelming community support. As I indicated at the beginning of this statement, I serve as Chairman of the Central Avenue Bypass Task Force. This task force consists of community leaders and elected officials at local, regional, and State levels, a complete list of whom

is included in my written testimony. At a public meeting of the task force January 1994, the task force stood united in favor of the Illinois Department of Transportation proposal, described by written testimony. With your assistance, we are prepared to move forward as soon as possible.

The overall cost for this project is \$125 million of the 80 percent federal share, \$100 million, \$35 million is currently available to the Illinois Department of Transportation from the Interstate Transfer Fund from when the crosstown expressway plan was scrapped in 1979.

Mr. Chairman, the Central Avenue Bypass has been included in the National Highway System map submitted to the Congress by the United States Department of Transportation. This project belongs in this National Highway System legislation. It will provide easier and smoother travel to the interstates, to Midway Airport, to downtown Chicago. It will alleviate the congestion on the major arterials currently serving Cook County's southwest side. Above all, the Central Avenue Bypass will improve the overall transportation system.

I look forward to working with you to make it a reality. Mayor Klein and I would be happy to answer any questions you may have.

Mr. RAHALL. Thank you very much, gentlemen, for your testimony. I'll recognize the gentleman from Illinois first for questions.

Mr. LIPINSKI. Thank you, Mr. Chairman.

Phil, what other sources of funding have you lined up for the Norfolk Southern project?

Mr. PAGANO. As I mentioned, Congressman Lipinski, we have CMAQ funds that have been designated by the region as well as our own funding sources through capital funding that we've provided of about \$3 million. So in total, we'll have close to a 30 percent match on that particular project.

Mr. LIPINSKI. And how soon would you be able to start work on that project?

Mr. PAGANO. Tomorrow.

Mr. LIPINSKI. Did you say tomorrow?

Mr. PAGANO. Tomorrow. It's already engineered for, and we're ready to go.

Mr. LIPINSKI. Well, as Chairman Mineta says, we do the difficult immediately. The impossible takes us a little bit longer. [Laughter.]

Phil, I want to thank you very much for your testimony here today. As you know, the Norfolk Southern project is very important to me. I appreciate you making the time to be here.

I also think it was very nice of Congressman Porter to come down to introduce you today. Like Congressman Porter, I fully support both of these important Metra projects, and I look forward to working on projects with you in the future. I think Metra does an outstanding job, and I'm always happy to support their efforts to make mass transit better in northeastern Illinois.

Mr. PAGANO. Thank you, Congressman.

Mr. LIPINSKI. Mr. Viverito, I realize, since I live six blocks away from Central Avenue, that the Central Avenue Bypass is an ambitious project. Is it possible for the State of Illinois to complete this project without Federal assistance?

Mr. VIVERITO. Congressman, the State of Illinois has included this project in the multiyear improvements programs, and the Chicago Transportation Improvement Program is a fiscal year 1997-1998 project. However, only \$35 million is available for this project, in addition to the \$1.36 million that has already been spent for preliminary engineering.

Programming of this entire \$125 million is well beyond the capabilities of the region, since it would severely limit funding for any other project. We cannot move forward without Federal assistance. It would be impossible.

Mr. LIPINSKI. Mayor Klein, as Mayor of Burbank, I know you have a great deal of interest in this project. Among the concerns of the Central Avenue Bypass Task Force has been the impact of commercial traffic on certain streets in Burbank, including Narragansett Avenue. Would you care to comment on the impact of truck traffic on Narragansett Avenue in Burbank?

Mayor KLEIN. Yes, thank you, Congressman Lipinski. If I may preface my remarks, I would like to thank this august body for having me here to testify.

If you can appreciate, the City of Burbank is a small bedroom community of 27,600 people, but in that area we have some major thoroughfares currently—that being 79th Street, 87th Street, and State Road, which diagonally crosses the City of Burbank. On those roads, we have tremendous truck traffic at this time, and it is the feeling of the constituents of Burbank in the meetings I had had earlier that additional truck traffic would simply congest the city even further. We have the ability with the overpass, prior to hitting Burbank, to go both east and west on 73rd Street, alleviating additional truck traffic within the city.

Mr. LIPINSKI. Thank you. Mayor Klein, another concern of the task force is the fact that schools are located in the area of this project. Can you comment on the effect of the Central Avenue Bypass on area schools?

Mayor KLEIN. Yes, Mr. Lipinski. There are five schools located directly that would be impacted by this thoroughfare: Frye School, Tobin School, McCord, Maddock, and Our Savior's Lutheran School and Church. In addition, there's a little league field and a park right at 77th Street, where the highway would start coming into the City of Burbank.

It's essential for the protection of the children in the City of Burbank to make sure that the thoroughfare has sidewalks, adequate street lighting, any overpasses where needed to protect our children in crossing both east and west of Narragansett, and additionally any traffic signals that would be necessary to carry the traffic in a smooth and orderly fashion.

Mr. LIPINSKI. Thank you, Mayor Klein.

I want to thank all three of you gentlemen for coming out and testifying in behalf of these extremely worthwhile projects. You can rest assured that you have my total and complete support, and I will certainly be lobbying strongly all the Members of the Surface Transportation Subcommittee and the full committee in behalf of these projects, because I think they would be of enormous value to the northeastern area of the State of Illinois. Thank you very much.

Thank you, Mr. Chairman.

Mr. RAHALL. The gentleman from Illinois, Mr. Sangmeister.

Mr. SANGMEISTER. Just a comment. I think those of you that know my past history know when I was in the Illinois legislature, I was never a friend of the RTA, and I still question some of the PACE operations. Metra has been far above and beyond what I thought it would be. It's certainly servicing my district very well, and anything that you people would be interested in, I certainly would want to support, and you will get my support on the projects you're talking about.

Thank you.

Mr. PAGANO. Thank you, Congressman.

Mr. RAHALL. The gentleman from Illinois, Mr. Poshard.

Mr. POSHARD. I'd like to thank you gentlemen for being here. Mr. Lipinski has already informed us of the needs of your projects. As someone from downstate, the people in my district use O'Hare and Midway airports. We're all impressed with the tremendous growth of southwestern Chicago, and I know the ridership on your commuter rail traffic there has increased tremendously and you have a great need for this. Certainly, this bypass is going to alleviate a lot of the congestion through that area.

So anything that we can do to support your efforts will certainly be in concert with Congressmen Lipinski and Porter, as well as Congressman Sangmeister.

Thank you.

Mr. RAHALL. Does the Chairman of the full committee, Mr. Mi-neta, have any questions?

The CHAIR. Well, sitting next to these folks down here on this end, I'm really not from Illinois, although I did live in Evanston for three years. I don't know if that counts. But the attributes of this program, these two projects, have been clearly enunciated by Mr. Lipinski and Mr. Porter as well, so I appreciate your coming in from your own busy schedules to testify on these projects.

Mr. RAHALL. The gentleman from Wisconsin, Mr. Petri.

Mr. PETRI. Being from Wisconsin, I can attest to the tremendous growth that the whole Chicago area is experiencing, and in fact up into Kenosha County in my State and along that whole border. We have Amtrak commuter service, and one of the most successful corridors outside of the East Coast corridor is between Milwaukee and Chicago.

I'm intrigued by your comment on page 2, Mr. Pagano, about the track running by O'Hare and your becoming increasingly convinced that that may be a destination for an awful lot of people probably along your route going to and from O'Hare. I wonder if you could comment on this. The Amtrak commuter service that runs between downtown Milwaukee and downtown Chicago runs right by Mitchell Field, south of Milwaukee.

So I've been arguing that they ought to be thinking about trying to put a station or some connection at Mitchell Field, because it would be a great convenience to people traveling from the north side of Chicago instead of going out to O'Hare. We do get a fair number of business travel now out of the Milwaukee hub that Midwest Express has, and it might someday be extended up into Fox River Valley, where I live, and to Appleton, and then it would be

a great convenience for us to be able to go down to the airport as a destination.

Really, you have to have a car from our area if you're going down to Milwaukee otherwise, but the airport is a logical point if you aren't going beyond that, and mass transit is a very convenient way of getting there if the timing is right.

So I just wonder if you could comment on that, if you think that there's any merit to it, based on your study, or if you could just expand a little bit on your study of O'Hare, and the relevance of the concept of linking airports with commuter transit lines.

Mr. PAGANO. Clearly, I don't know your specific situation, although as you describe it, I think a lot is very similar to what we experience in Chicago with our own commuter rail system and this line. What we found out through our investigative process—and let me state from the beginning, particularly for Congressman Lipinski, I know, and I know Congressman Porter, we've been doing a tremendous amount of work with the O'Hare Airport people, and we found in dealing with particularly United and American Airlines that one-third of the employment base of O'Hare Airport resides in this corridor that we're talking, and that close to 40 percent of the Mileage Plus passengers of United and American reside in this corridor. I know in the particular area that I live in, it's known as kind of airport pilot heaven, and many of the airport pilots that live by me can't wait for this service.

The other thing relative to this rail line, it connects to three existing Metra rail lines. So the connections can be made from other rail lines.

So, again, not knowing specifically on this one, I think it makes a lot of sense, and I know a lot of discussions have been held and talked about through the APTA process, and I know as well Congressman Mineta has been talking about intermodality and bringing different things besides the traditional suburban-to-city connection. There are other things that we can do with transit, in particular commuter rail. So I would believe that there is in fact some usefulness and something positive that would occur with the Amtrak service.

Mr. PETRI. Thank you. It's clear that other things can move to airports, but the planes can't go anywhere but the airport, so that's sort of the hub, if there is to be a hub there.

Mr. PAGANO. That's correct. Let me just—not to take everyone's time, but since you've mentioned Amtrak, one of the things that's part of the Wisconsin Central project that we are working with Amtrak on is that where this rail line will come in downtown Chicago, which is Chicago Union Station, as our Congressmen know, which in fact is the Amtrak facility, we're going to try to make arrangements where someone from South Bend, Indianapolis, anywhere, can in fact board a Metra train that will take them out to the airport, and they will not have to pay any type of "additional" fare. It will be just automatically part of their ticketing process with Amtrak. So, again, that may fit in something that you're talking about.

Mr. PETRI. Thank you very much.

Mr. RAHALL. Thank you, gentlemen, very much for being with us today.

Mr. VIVERITO. Thank you very much, Mr. Chairman, and I'd like very much to thank Congressman Lipinski for all his help, as well as Congressman Sangmeister, Congressman Poshard, and Congressman Costello.

I would also add that we have come to this subcommittee today because the Central Avenue Bypass belongs in the National Highway System. It has been included on the map submitted by the Department of Transportation, and it's exactly what the National Highway System is all about.

Thank you very much, Mr. Chairman.

Mr. RAHALL. The subcommittee will now hear from a panel which includes our distinguished colleague and good friend from the State of Indiana, the Honorable Dan Burton.

Dan, I will allow you the honor of introducing your Mayor and your Commissioner, if you desire.

TESTIMONY OF HON. DAN BURTON, A REPRESENTATIVE IN CONGRESS FROM INDIANA; HON. TED JOHNSON, MAYOR, CITY OF CARMEL, IN; AND STEVEN C. DILLINGER, MEMBER, HAMILTON COUNTY COMMISSIONERS, ACCOMPANIED BY WILLIAM R. KARNS, PRESIDENT, HAMILTON COUNTY COMMISSIONERS

Mr. BURTON. Thank you, Mr. Chairman and Members of the committee. I have here with me today Mayor Ted Johnson, the mayor of Carmel, Indiana; Steve Dillinger, who's a member of the Hamilton County Commissioners; and the President of the Hamilton County Commissioners, Mr. Bill Karns.

Along with their testimony, I'd like to submit for the record letters from the Governor's Office of Indiana, the Mayor's Office of Indianapolis, and Senator Richard Lugar, our senior Senator from Indiana as well.

[The information follows:]



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January 5, 1994

The Honorable Nick J. Rahall II, Chairman
 Committee on Public Works and Transportation
 Subcommittee on Surface Transportation
 B-376 Rayburn House Office Building
 Washington, D.C. 20515

Dear Chairman Rahall:

I am writing with regard to the 96th Street project which Representative Dan Burton is forwarding to the House Committee on Public Works and Transportation for consideration as you prepare legislation on the National Highway System and other topics this spring.

In addition to the local benefits of this project in terms of improving access and mobility between the two thriving communities of Carmel and Castleton, it will also significantly relieve congestion at two interchanges along I-465 in the northeast quadrant of Marion County. Thus, the state highway system will benefit from this project as well.

The Indiana Department of Transportation (INDOT) supports additional federal funding of this project. Based on our review to date we believe it to be meritorious and to meet eligibility standards for federal funds.

INDOT looks forward to working with you to bring these important transportation projects to fruition.

Sincerely,


 Frederick C. P'Pool

FCP/RW/jls
 cc: file

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CITY OF INDIANAPOLIS

STEPHEN GOLDSMITH
MAYOR

January 5, 1994

The Honorable Nick J. Rahall, II, Chairman
Subcommittee on Surface Transportation
B-376 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Rahall:

I am writing to you regarding the 96th Street project which borders Hamilton and Marion Counties in the Indianapolis metropolitan area. Representative Dan Burton is forwarding this project to the Subcommittee on Surface Transportation for funding consideration.

The Mayor of Indianapolis, who serves as the Chairman to the Indianapolis Regional Transportation Council Policy Committee for the Metropolitan Planning Organization, supports this project and encourages federal funding support. The project would improve access and relieve congestion in portions of both Hamilton and Marion Counties.

The local officials in the area are committed to the completion of this project and the Indianapolis Metropolitan Planning Organization encourages your support. Thank you for your consideration of the 96th Street project.

Sincerely,

E. Mitchell Rooh, Jr.
Director

EMR/lm

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February 21, 1994

COMMITTEES
FOREIGN RELATIONS
AGRICULTURE, NUTRITION AND FORESTRY
RANKING MEMBER
SELECT COMMITTEE
ON INTELLIGENCE
JOINT COMMITTEE ON THE
ORGANIZATION OF CONGRESS

The Honorable Dan Burton
Member of Congress
2411 Rayburn House Office Building

Dear Dan:

I recently received a letter from Mr. Greg Hanneke of Mayor Goldsmith's staff informing me of the City of Indianapolis' support for the 96th Street improvement project in Hamilton County. I wanted to take this opportunity to assure both you and Steve Goldsmith that I share your views and believe this is a worthwhile project.

I am aware of your efforts to secure funding for 96th Street in last year's Transportation Appropriation Bill. Unfortunately, most highway projects were deleted from the bill. I stand ready to assist you in similar efforts during the FY'95 appropriations cycle. Should you be able to have the project included in the House Transportation Appropriation Bill, I will make every effort to protect the provision in the Senate.

Hopefully our combined efforts will allow the project to move forward.

Sincerely,



Richard G. Lugar
United States Senator

RGL:sfs

Mr. BURTON. This project, the 96th Street project, Mr. Chairman, has been supported with Federal funds in the past. The first section of this 96th Street expansion was funded back in the middle 1980s, and last year I believe it's fair to say that the second section was about to be approved, except there was a little discrepancy between the authorizing and appropriating committees on what should be done last year. This project, after it was submitted, was adjudged by the Appropriations Subcommittee as one of the best submissions in the country, and it stood on its own merits. It was a very good project.

This county, Hamilton County, and the northern part of Indianapolis is one of the fastest-growing areas in the entire United States, Mr. Chairman, and as a result, they have a real population and traffic problem. Now, the 96th Street project that's been funded in part with Federal funds so far actually dead-ends, and the money that's been spent on this project so far will be wasted if the project is not completed. It's essential, in my opinion, for the expansion and the lifestyle and the quality of life of central Indiana that this project be completed. It's a meritorious project, and I'm sure that my colleagues who are here from various segments of government in Indiana will be very happy to elaborate on this.

I think the first speaker is going to be County Commissioner Steve Dillinger, who's been very conversant and worked very hard on this project, and if you'd like, Mr. Chairman, I'll be happy to stick around to help answer questions at the conclusion.

Mr. RAHALL. Thank you, Dan. We appreciate your leadership on this project and would be glad to recognize the Mayor now. Is that right?

Mr. DILLINGER. Commissioner.

Mr. RAHALL. Oh, I'm sorry, the county commissioner.

Mr. DILLINGER. Thank you, Mr. Chairman and Members of the committee. I'm here with Commissioner Karns and Mayor Johnson to ask for your support for this road project that is extremely important to Hamilton County as well as Indianapolis and Marion County. This project is known as the 96th Street project, and I believe you have before you a document that gives you the project background as well as the scope and objectives and the project cost.

I will be happy to answer any questions you may have concerning the specifics of the project. I would like to take my allotted time to summarize why we feel that this project is so important for your consideration.

As Congressman Burton stated, Hamilton County is the fastest-growing county in Indiana and one of the fastest in the United States. This project meets the Federal guidelines, as we understand them, in that it will help eliminate traffic off of 465 as it relates to I-69 and I-65.

We would like to make the point that this is not a new project. Phase I was approved in the mid-1980s and completed in 1987. While about \$1.5 million of Federal dollars have already been spent, there are still three phases remaining, and these three phases are an intricate part of this project so that we can tie in 431 and I-69. Currently, we have a \$2.5 million dead-end street.

As this is a united effort on the part of Hamilton County, the City of Indianapolis, Marion County, the City of Carmel, and the

Town of Fishers, together we have spent close to \$1 million of local funds, with approximately 70 percent of the engineering for the right-of-way completed. In addition, the environmental study has been completed, and the public hearings have been held in 1991 with no remonstrance.

We believe this illustrates the commitment from the local governments by investing our precious local road tax dollars to this project as well as our presence here today. This project is ready to go, and if we can get the help that we need from Federal dollars, we think that we can take care of this problem in a very timely manner.

Thank you very much for your consideration.

Mr. RAHALL. Mr. Mayor.

Mayor JOHNSON. My name, Mr. Chairman, committee Members, is Ted Johnson. I'm the Mayor of a community located north of the City of Indianapolis, Indiana named Carmel. We're located on the southwest portion of the 96th Street project, and we're a fast-growing mostly residential community, with a commercial base of office buildings, and our largest employer is Thomson Consumer Electronics. Their laboratories and North American headquarters are located in our community.

Some 22 years ago when I moved to Carmel, there were discussions being held by our public officials that consideration should be given to developing a secondary route between Interstate 465, our beltway around Indianapolis, and Interstate 69, the interstate providing travel to and between northwest Indiana and Indianapolis. This included the building of a bridge over White River and using 96th Street as a foundation. These discussions were occurring so the road could be a reality by the time growth caused serious congestion at and on the interstates throughout this area.

Unfortunately, here we are some 22 years later, and all of the difficulties that they projected at the time have not only come to pass, but they have exceeded their expectations. Our county, and more specifically the southern boundaries of our county and the northern boundaries of Indianapolis, are the fastest-growing areas in the State of Indiana. In fact, as you've heard before, on Monday in the Wall Street Journal, the county has been named one of the fastest growing in the United States.

The interstates and the primary roads in this area are congested and will be inadequate to handle the future traffic in a very short time, as some of our communities are growing at a rate of 40 percent per annum. There is no other relief to the congestion north of this location, because it is more than five miles of mostly residential land and development. The type of road required would be detrimental and unsafe to the citizens of the respective communities throughout this area.

An important part of our commercial base is located in this area which this project would traverse, and the access to the interstate corridors is an economic consideration that is important to not only my community, but to all of the others represented here today. The opportunities to fund such a project have been limited to us in the past, because we are part of a metropolitan Federal aid urban allocation that serves many different communities, including Indianap-

olis, and there are just not enough funds available to meet the annual demands other than this project.

We believe funding this project through the use of the Intermodal Surface Transportation Efficiency Act technical correction bill funds is important to our city, our county, and our region. In the interest and the name of safety, social and economic well-being, we simply ask for your positive consideration of this request. As you have already heard, this was a federally approved project. In its present stage, it is simply a dead-end cul de sac.

We'd be glad to answer any questions that you have.

Mr. RAHALL. Thank you, gentlemen. I have one quick question, and perhaps our information has not been updated. According to what we have, the 96th Street bridge project is not on the National Highway System as submitted to us by the Secretary of Transportation. Is that accurate?

Mr. KARNs. Mr. Chairman, I can't answer that accurately. I know there have been several discussions and conversations, but I was led to believe that it was. Now, that perhaps might not be accurate.

Mr. RAHALL. Well, to tell you the truth, we just have a blank. We don't know whether it is or not.

Mr. BURTON. Mr. Chairman, I think this has been considered a part of that. Otherwise, it wouldn't have been funded in part for the first segment in the past. I'm not sure about that, but I'm pretty confident of that.

Mr. RAHALL. Well, we'll continue to update our information and get a definite answer.

Mr. BURTON. My office checked on that before, and it met all the criteria and was considered a part of that, I'm almost certain.

Mr. RAHALL. According to the map we have here, it would not be on the proposed National Highway System.

Mr. BURTON. Well, I think it falls within the—it connects to I-69 there.

Mr. RAHALL. That's correct. From I-465?

Mr. BURTON. Right. And as a result, I think it qualifies under the program, if I'm not mistaken.

Mr. RAHALL. Well, I noticed also it's not listed on the State's Transportation Improvement Plan. Has the State taken a position on it?

Mr. BURTON. Yes. I have a letter which I will submit for the record from the State Department of Transportation, the Governor, Senator Lugar, as well as the Mayor of Indianapolis.

Mr. RAHALL. Stating their support for it?

Mr. BURTON. Support, and I think it's—

Mr. RAHALL. But it's still not on their official Transportation Improvement Plan.

Mr. BURTON. I believe it is. I can't verify that right now, but I believe it is.

Mr. RAHALL. Okay. Well, we'll check it out further, too. As part of the process, we're checking on all these projects.

Mr. BURTON. If I might add, Mr. Chairman, 69 comes down this way, 465 goes around this way, and the entire area has just exploded as a result of the interstate system. What we have there—you've come across the 14th Street Bridge at rush hour. You know

you can't come across that bridge. What we have on 86th Street is the kind of gridlock that we see going in and out of Washington every day. It's just unbelievable.

The only relief for that is on the county line up there at 96th Street, and right now the Federal Government and State and local governments have contributed money to take care of the first phase of that, and what you've got is you've got it headed in the right direction in accordance with the whole plan, and it just dead-ends, and all that money will be wasted, and the gridlock that's up there will never be alleviated unless that's completed. And since it does connect interstate highways, I think it does qualify, and I hope that the committee will look with favor upon it.

You know I don't come before this committee very often. In fact, I think this is the first time I ever have, and I certainly wouldn't—I see Mr. Mineta up there smiling greatly—but I certainly wouldn't, unless I thought this was something that was very meritorious and absolutely essential.

Mr. RAHALL. The Chair recognizes Chair Mineta.

The CHAIR. Absolutely. Really, Dan's been very, very vigilant in terms of pursuing the interests of your community on this issue. This was also a project that got caught between the cross fire between the Appropriations Committee and ourselves last year, but recognizing the amount of growth that's occurred in Carmel—we have a community called Carmel, and so it's a little different in terms of pronunciation. But in any event, Dan has been very vigilant in terms of pursuing this, so we will take a look at it very closely.

Let me just ask in terms of you were talking about the percentage growth that has occurred in that area. In terms of numbers, what we are talking about in terms of population growth? I think you said 40 percent in a period of—

Mayor JOHNSON. One of our communities, Congressman, is a community called Fishers, which is located right almost at the point where 69 and an intermediary road, 37, run up. It started out at about 7,500 in the 1990 Census. They're now at about 13,000 with a special census taken for 1992. So that gives you an idea of the kind of growth they have.

Our community is beginning to grow. We grow in a little different status. We grow differently, but we're growing now at a rate of about 12 percent per annum. We're a community of 28,000, and by the end of next year, we will probably be 35,000.

Mr. BURTON. If I might add, Mr. Chairman, just briefly, what's happened is there's been a migration of population in Indianapolis north and south, but we're talking about north now, up into the Washington Township area and the Hamilton County area, and the figures that the Mayor just gave you are accurate, but it doesn't tell the whole story. The traffic and the population has just exploded up there. It's one of the fastest-growing areas in the country, not just to mention Indiana, and as a result, you just literally have gridlock up there on 82nd Street, and if they don't open up this 96th Street, it's just going to be unbelievable.

The CHAIR. Now, is that growth mostly in Hamilton or Marion County, or does it sort of all run together?

Mr. BURTON. It runs together, but it's moving more rapidly in Hamilton County.

The CHAIR. Toward the north?

Mr. BURTON. Yes, sir.

The CHAIR. Now, did we not give some money under ISTEA for this and then the monies got used toward Indianapolis? What was that?

Was there not some money granted to this area, Becky or Tom? No? Okay.

Mr. RAHALL. I think you mentioned in your testimony, didn't you, some previous Federal dollars?

Mr. BURTON. Yes, there were some previous Federal dollars for this project for the first phase, and it was appropriated for that.

Now, the ISTEA money that you're talking about, the way it's been distributed in the past really hasn't helped much in the 96th Street project, because I think the way the committee is set up, the preponderance of the money has been going to the southern part of the area and Indianapolis. So it hasn't really helped up there, although Mayor Goldsmith, I think, testified this morning, Mr. Chairman, and he said that he did think this was a project that was very important and worthy of support as well as the one he testified on.

The CHAIR. Great. Thank you very, very much, Dan.

Thank you very much, Mr. Chairman.

Mr. RAHALL. Does the gentleman from Wisconsin, Mr. Petri, have any questions?

Mr. PETRI. I just wanted to say that I can attest to the fact that Congressman Burton has been very persistent and diligent and concerned in drawing this project to everyone on this committee's attention, certainly to mine, and I understand the problems here, various problems. But history is one thing, and we want to leave that behind and get the project going, and we'll try to help you as best we can with that.

Mayor Goldsmith did, in response to a question of mine, indicate that as far as he was concerned, this was one of the top two needs in the whole metropolitan area, the other being by the airport, I guess, on the south side, which serves people from the whole area, obviously.

So thank you very much for your testimony.

Mr. RAHALL. Thank you very much, gentlemen, and Dan, for your leadership on this project.

Mr. BURTON. Thank you, Mr. Chairman.

Mr. DILLINGER. Thank you for your time.

Mr. RAHALL. Thank you.

For purposes of introducing our next witness, the Chair recognizes the gentlelady from Texas, Ms. Eddie Bernice Johnson, a very valued Member of this committee and effective worker on behalf of her constituency.

Ms. JOHNSON. Thank you very much, Mr. Chairman.

Mr. Frank Schmieder is the President and Chief Executive Officer of Greyhound Lines, Inc., which happens to be located in my district, and he is going to give us testimony on intercity bus facilities, service, and accessibility, expressing some concern for the handicapped.

TESTIMONY OF FRANK J. SCHMIEDER, PRESIDENT AND CHIEF EXECUTIVE OFFICER, GREYHOUND LINES, INC., DALLAS, TX

Mr. SCHMIEDER. Thank you, Ms. Johnson.

Mr. Chairman and Mr. Petri, I want to thank all the Members of the subcommittee for recognizing the importance of intercity bus service and making intercity bus projects eligible for ISTEA funding through the creation of 18(i). Today I don't want to talk to you about a project, but I want to talk to you about three things: how Greyhound is doing in the industry; the need for modification to section 18(i), the program created by ISTEA in order to provide accessibility funding for intercity buses; and the third thing is the intercity bus service and the need for better integration and planning in general into the National Highway System and ISTEA.

First of all, Greyhound, in the past two years since emerging from bankruptcy, has invested \$150 million in new equipment, new communications systems, new safety technology, and new terminals. This has created a newer, more efficient system, with major improvements in accident prevention and enhanced customer service. We need to form a partnership with the Federal Government in two main areas: funding for accessibility requirements, and the development of new terminal facilities that include all intercity buses.

Accessibility funding is the first issue I'll talk about. Starting in 1996, ADA requirements will cost the industry something close to \$20 million a year. Private sector funds are not available, and like Amtrak and local mass transit, Federal funds should be available to pay for this federally mandated program. Given the limits on the new surface transportation funding—section 18(i), which was created by this subcommittee—it seems to me that is the logical place to look for support for intercity bus service, and it's logical to take a look at this area again.

Greyhound suggests that section 18(i) programs be restructured to make available funds for intercity bus operations, which would cover about 90 percent of the ADA requirement for accessibility to our equipment. If limited to regular bus service operators, intercity service operators, which 18(i) was intended for, there would be ample funding not only to cover the accessibility requirements, and still leave funds available for other intercity support activities.

Lastly, with regard to the integration of intercity bus terminals into the National Highway System and ISTEA planning process, it's essential that safe, attractive intercity bus terminals are created in the future. It's critical for the industry's survival. Yet capital costs for these new terminals are prohibitive. ISTEA funding for terminals and intermodal transportation centers is essential. So far these facilities have not been properly integrated into the ISTEA planning process.

The best example of this is in the most recent National Highway System map presented to Congress by the Federal Highway Authority. There was no mention or no indication of intercity bus terminals anywhere in the process. We've been told that this oversight will be corrected, but it certainly points up the need for the integration of intercity bus service into the National Highway System.

In order to accomplish this, we request that the subcommittee ensure that intercity bus facilities are properly indicated on the

designated National Highway System, and that DOT does include intercity bus terminals in its ongoing National Highway System planning process, and that DOT work with State and local planners to include intercity bus facilities in their State and local plans.

Thank you. If there are any questions, I'd be glad to try and answer those.

Mr. RAHALL. Thank you.

The Chair recognizes the gentlelady from Texas, Ms. Johnson.

Ms. JOHNSON. Thank you, Mr. Chairman.

Could you describe for me the typical rider?

Mr. SCHMIEDER. Well, the typical bus rider, from an economic standpoint, is someone who generally has a household income of under \$18,000 a year. Fifty percent of the passengers who travel by intercity bus have that type of income, and more than two-thirds have household incomes of less than \$25,000 a year.

Ms. JOHNSON. Would you say this is a major mode of mobility within the States for the low-income?

Mr. SCHMIEDER. It's certainly been that way, yes, that's right.

Ms. JOHNSON. Thank you.

Mr. RAHALL. The gentleman from Wisconsin, Mr. Petri.

Mr. PETRI. Are there any areas in the country where the Greyhound terminal or the intercity bus terminal is "terminus," so to speak, with the airline terminal? I know you speak of intercity, but if we're talking about intermodalism, it would make some sense to have the bus and airport at the same place and get people from a variety of places to the airport, which we're working on already.

Mr. SCHMIEDER. That's true. In some locations, that is the case, St. Louis, in particular, and we've located a bus terminal closer to the Kansas City Airport. In all, there are 73 intermodal facilities of which Greyhound is a co-resident, but that's only about 16 percent of the total system for Greyhound and less than 8 percent, I'd say, for the whole industry. But it does make sense that they would be located in those kind of locations.

The populations are moving. People do not want to go downtown. They want to go into their neighborhoods and into safer locations.

Mr. PETRI. But your basic vision is that there be updated facilities in intercity areas or in older urban areas that would be available to Greyhound and other intercity bus companies, or is it just that you want Greyhound at the train station or at the airport, at some place that can be reached by mass transit in the community for intercity buses? Does it need to be a separate facility, or if provisions were made to provide access and facilities for intercity buses in an existing terminal, would that meet the section 18(i) program?

Mr. SCHMIEDER. I think it would. In fact, that would probably be ideal where we can integrate mass transit, intercity bus, rail, and air. That would be ideal. It won't be in all cases available, but there are certainly projects where train stations and bus stations and mass transit stations can be integrated. The South Boston facility is a good example.

Mr. RAHALL. Thank you very much for your testimony. We appreciate it.

Mr. SCHMIEDER. Thank you.

Mr. RAHALL. For purposes of introducing the next panel, the Chair will recognize a distinguished colleague of ours, the Honorable Solomon Ortiz from the State of Texas.

Solomon, we welcome you to the subcommittee. We thank you very much for your excellent leadership on these projects in the Brownsville area, as well as your work on behalf of all of your constituency and your leadership in the Congress on this and a number of issues. You're a good friend, and we're glad to have you here.

Mr. ORTIZ. Thank you, Mr. Chairman, Members of the subcommittee, Mr. Petri. I am here today to introduce to you two distinguished members of the South Texas community: Mr. Jim Kruse, Director and General Manager of the Port of Brownsville, and Ms. Marie McDermott, the President of the Brownsville Economic Development Council.

South Texas is fortunate to be located at the geographical crossroads of North America. As we move forward into the next century as part of the world's largest trading alliance, the advent of the North American Free Trade Agreement has made Brownsville, which borders Mexico, a great hub of trade on this continent. As such, the need to augment various surface transportation elements becomes more critical.

I will let Mr. Kruse and Ms. McDermott address the specifics of the needed renovations and expansion in remarks, Mr. Chairman, and I now would like to yield to Mr. Kruse to begin with his testimony.

TESTIMONY OF C. JAMES KRUSE, DIRECTOR AND GENERAL MANAGER, PORT OF BROWNSVILLE, BROWNSVILLE, TX; AND MARIE McDERMOTT, PRESIDENT, BROWNSVILLE ECONOMIC DEVELOPMENT COUNCIL, BROWNSVILLE, TX, ACCOMPANIED BY JACKIE LOCKETT, MEMBER, CITY COUNCIL, CITY OF BROWNSVILLE, TX, AND LARRY A. BROWN, DIRECTOR, PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT, CITY OF BROWNSVILLE, TX

Mr. KRUSE. Mr. Chairman and Members of the subcommittee, I am Mr. C. James Kruse, the Port Director and General Manager of the Port of Brownsville, Texas, and I'm appearing before you today to discuss three high-priority surface transportation projects that are of great significance to the port and to the surrounding community. I am hopeful that authorization for the three projects will be included in your proposed National Highway System legislation to augment the resources put into surface transportation infrastructure improvements by the port, the State of Texas, and the Brownsville community.

Mr. Chairman, I know you've had a long day, and the time is short for making our case for these projects. I would request that my full written statement be placed in the hearing record, and that I be permitted to proceed with a much shorter summary statement at this point.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Mr. KRUSE. Thank you very much.

Mr. Chairman, the Port of Brownsville is a unique entity. It is a strategically located deep water seaport on the United States-

Mexico border. It is one of the most important gateways for the movement of U.S. products to Mexico, and it has a long proud history of putting its own scarce dollars into improving its infrastructure.

Additionally, the surrounding community over the last five years has authorized the issuance of over \$400 million in bonds to keep up with the infrastructure needs created by growing population and growing transportation needs. But the funding that we are recommending for inclusion in your surface transportation legislation is the amount required to help the port to meet its basic fundamental surface transportation requirements.

The first project is the Brownsville Railroad relocation project. We are recommending \$14.6 million to complete the final segment of a multiyear railroad relocation project that will relieve Brownsville of rail traffic moving through the downtown areas, relieve congestion, and remove hazardous materials being transported by rail through the area. Most importantly, the project will reroute and interconnect traffic with the Port of Brownsville.

The funding recommended, coupled with funds already authorized in ISTEA and transportation appropriations acts over the past several years, would complete the connection of rail trackage from the two major lines serving Brownsville to the Port of Brownsville and complete this project. This project constitutes the port's highest priority for funding in fiscal year 1995 and 1996.

The second project is the port terminal railroad rehabilitation project. We are recommending \$1.4 million to repair 15.3 miles of track and replace 1,400 feet of track within the port area, and \$1.6 million to provide an additional three miles of rail trackage to connect the Port of Brownsville's present extensive rail system with the new Port of Brownsville-Mexico international bridge that should begin construction in 1995.

The Brownsville and Rio Grande International Railroad, known as the BRG, assumed the Port of Brownsville rail service operations from the Missouri Pacific Railroad in 1984, and the cost of maintaining this extensive rail network over the past decade has been substantial. However, during the economic downturn of the 1980s, maintenance of these segments of rail were postponed, resulting in a deterioration of this vital rail link at the port.

The \$3 million recommended for inclusion in your bill, coupled with other funds expended by the BRG to enhance rail service, would prepare the port for the burgeoning trade with Mexico and the port railroad's new historic responsibilities for the new Port-Mexico international commercial bridge that will help facilitate the flow of U.S. products to the markets in Mexico.

The third and final project is the Port of Brownsville road rehabilitation and construction program. The Port of Brownsville is recommending \$2.1 million to rehabilitate secondary roads serving various port users, such as petroleum and liquid chemical terminals, agricultural product shippers, and bulk materials handlers, as well as to construct new roads to connect a new liquid bulk dock and a new dry bulk heavy-lift dock to the present road system through the port with high-quality roadways.

These dock projects are currently under way, and the funding proposed for inclusion in your legislation would allow the refurbish-

ment or new construction of the roads in order to bolster their ability to handle increases in vehicle size and the volume of truck traffic between these important new projects at the port. These funds would allow for approximately four miles of the port road system to be upgraded or expanded, thereby accomplishing the port's stated objectives.

Mr. Chairman, not only are these projects of critical importance to the Port of Brownsville and its ability to help move U.S. products through the port property to new markets in Mexico, but they will have the additional benefit of creating as many as 3,000 new jobs over a five-year period. Many, if not most, of these jobs will be filled with Hispanic U.S. citizens in an area that is already economically distressed. We hope that this factor will also be taken into consideration in addressing our request for funding for the three surface transportation projects discussed in this testimony.

Finally, Mr. Chairman, the port has attempted to justify these three important surface transportation projects in the context of the 18-point criteria set forth by you as the standard for support from the committee. We firmly believe that all three of these high-priority projects will pass the test established by your criteria.

On behalf of the Port of Brownsville, I want to thank you for this opportunity to testify before your subcommittee and to briefly make the case for these three important projects. I would be happy to answer any questions that you or other Members of this subcommittee might have.

Mr. RAHALL. Thank you, Mr. Kruse.

Ms. McDermott.

Ms. McDERMOTT. Thank you, Chairman Rahall and distinguished Members of the subcommittee. Brownsville, Texas is a center of trade and transportation activity due to our proximity to Mexico and now as a result of the North American Free Trade Agreement. The citizens of Brownsville, Cameron County, and the State of Texas are doing their part to ensure that the transportation network will handle increases in international trade to and from Mexico utilizing our various modes of transportation, which are the deep water seaport, inland water canal system barges, airports, rail, and highways. To facilitate the trade flow of goods from every region of the United States, Brownsville needs assistance.

Each of the following projects have an impact on this country's ability to move U.S. products. They will improve the arterials leading to and from border crossing sites and enhance the movement of goods from existing industrial complexes at the Port of Brownsville, the Brownsville/South Padre Island International Airport, the foreign trade zones, and the enterprise and reinvestment zones. These projects are:

The Los Tomates Bridge. Construction of an extension of U.S. 77/83, the Valley Expressway, to connect to the bridge to Mexico will provide a direct route for U.S. products to be shipped to Mexico and allow for trade growth. The two existing international bridges in Brownsville are located in the central business district and will not be able to handle projected traffic levels. This is a city priority, a Rio Grande Valley regional mobility plan priority, and a Texas Department of Transportation priority. The approximate cost of this extension is \$15 million.

The second project is the East Loop. The development of an assessment, acquisition of property, and construction of an arterial system leading to and from the international bridges, the industrial parks, and the Port of Brownsville, the deep water seaport, the airport, the foreign trade zone and enterprise zones, using a multitude of transportation modes, will relieve existing corridors and crossings from congestion and excess wear and tear on present byways. An integrated principal arterial system to meet future traffic demands will be created through the development of this corridor. The estimated cost for the corridor improvements is \$18 million.

The 6th and 7th Street overpass project is the third project. This improvement will facilitate the flow of traffic to the region's only rail and vehicle bridge crossing to Mexico. The existing roads are accommodating traffic at capacity, and the current traffic is hampered by the Union Pacific Railroad switching yard. The overpass will provide for additional corridor capacity. The total cost of this project is projected to be \$3.6 million.

In conclusion, in the last three months, Brownsville has witnessed greater business confidence on the part of U.S. and Mexican businesses and a subsequent expansion of manufacturing and processing of goods to move into the two markets. We've seen the level of trade flow through the Port of Brownsville and the foreign trade zones increase.

To see the line of trucks waiting to cross the bridge into Mexico filled with U.S. products is a mixed blessing. We know that U.S. jobs are being created to quench the desire for American-made products in Mexico, yet we need your help in smoothing out the process of moving the products most efficiently between the two countries.

Thank you for your time and efforts in satisfying the needs of the citizens throughout the United States.

Mr. ORTIZ. Mr. Chairman, if I may, I would like to introduce two people who accompanied these two witnesses: Jackie Lockett, a member of the City Council, City of Brownsville, and Larry Brown, who's the Director for City Planning.

Thank you.

Mr. RAHALL. Thank you, Solomon.

Ladies and gentlemen, we deeply appreciate your coming as far as you have to present this excellent testimony today, and again we thank Solomon for his excellent leadership.

The Chair recognizes the distinguished full committee Chair, Norm Mineta.

The CHAIR. Thank you very much, Mr. Chairman.

Let me thank our colleague Mr. Ortiz for your work on behalf of this project. Just to give me an orientation, how far or how long is the Brownsville ship channel back to the Gulf?

Mr. KRUSE. It's approximately 17 miles.

The CHAIR. I have no specific questions on the project, and I do want to join Chairman Rahall in thanking you for making your presentation here. But Congressman Ortiz is on our backs all the time, so he's on the job, so you're in good hands. Thank you very much for being here.

Mr. KRUSE. Thank you.

Ms. McDERMOTT. Thank you.

Mr. RAHALL. The ranking minority Member, Mr. Petri.

Mr. PETRI. I'd just like to thank you very much. I think we're going to be hearing a lot more about a variety of development projects as the economy continues to boom now that we've got NAFTA behind us and some other things like that.

Mr. ORTIZ. Thank you for giving us your time to listen to our request. Thank you very much, Mr. Chairman.

Mr. RAHALL. Thank you again, Solomon.

For purposes of introducing our next panel, the Chair recognizes a distinguished Member of our subcommittee, a very valued Member of both the subcommittee and full committee, a gentleman who has helped me a number of times in running these hearings, the gentleman from New Jersey, Bob Franks.

TESTIMONY OF HON. BOB FRANKS, A REPRESENTATIVE IN CONGRESS FROM NEW JERSEY

Mr. RAHALL. Bob, we thank you very much for your work and very effective leadership and now recognize you to give an opening statement and recognize your panel and proceed in whichever manner you desire.

Mr. FRANKS. Chairman Rahall, thank you very, very much for the opportunity to appear before the committee. I want to thank ranking Member Petri, Chairman Mineta, and ranking Member Shuster for the opportunity as well.

I'm here, Mr. Chairman, to bring to your attention a project that we believe merits inclusion in the National Highway System bill. It is a relatively modest but, we believe, vitally important mass transit project called the West Trenton Line.

I would ask at this point, if I can, Mr. Chairman, that a full statement be incorporated into the record both from me, as well as a separate statement from Mr. Nicholas Novak.

[The letter referred to follows:]

25 North Fourth Avenue
Manville, New Jersey 08835

Area Code (908) 725-3149

March 5, 1994

The Honorable Bob Franks,
Member, United States House of Representatives
425 Cannon
Washington, DC 20515

Subject: West Trenton Rail Link

Dear Representative Franks:

On Thursday, March 10, 1994, you and other members of the Surface Transportation Subcommittee will consider oral arguments, listen to expert testimony and evaluate written reports which will support the efficacy of reinstating passenger rail service on The West Trenton Line. The purpose of this letter is to bring forward certain findings in fact to the Committee which will prove The West Trenton Rail Link to be an even worthier project. These findings in fact that I speak of may be found in recent documentation of The Somerset County Planning Board, The Somerset County Engineering Office and the Borough of Manville Master Plan. Much of this information has been made manifest subsequent to the publication of the West Trenton Line Passenger Restoration Study in March of 1993. The remaining information has not been brought forward to the Committee due to a lack of understanding and general errors of omission. This letter will attempt to remedy these deficiencies so as to allow a more informed decision to be made by the Committee.

One deficiency concerns ridership. A careful reading of the Restoration Study will reveal that ridership considerations are limited to those traveling to and from work. No reference to the general public using this proposed rail service for other than work is mentioned. No mention of students using the facility for class trips to Philadelphia is accounted for. No mention is made of the convenience that this service will provide to senior citizens as well as others should they wish to attend some event at The Newark Civic Center. No mention is made of those individuals who would venture to Newark to attend classes at N.J.I.T. or Rutgers who have strained parking and traffic problems. The list is endless. However, identification of additional ridership as well as courting those prospective riders in terms of cost and accessibility will prove to be the yardstick by which success of The West Trenton Rail Link is measured. You have a prime example in your Metro System. Repeat the process. A carrot and stick procedure will work when state funding is involved in complying with The Clean Air Act. A much more realistic and direct approach would consider structured fares and increased accessibility which would satisfy the public. Getting the public to take the train instead of the car will require immense effort as well as substantial funding.

The Honorable Bob Franks

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The remaining portion of the equation instrumental to achieve success for the West Trenton Rail Link involves accessibility. Insofar as the townships of Hillsborough and Montgomery are concerned, the siting of a station at Belle Meade would be correct since each township would be serviced equally and this site would also afford access to the residents of Hopewell. However, those residents of Hillsborough who are in the most northern portion of the township as well as the residents of Franklin Township and Manville Borough might be better served by an additional site. If the site referred to in the Restoration Study as the Calco site was the last and only alternative, then increased traffic problems would tend to make this selection an unacceptable alternative. County Roads # 533 and 612 will allow a single line of traffic to proceed as well as the access road to the Calco site. It should be noted that this same single lane access road also services a portion of The American Cyanamid Co. as well as Lederle Laboratories Inc.

That leaves but one site which had been dismissed in the Restoration Study. The site in question is located in Manville, New Jersey and the reason for the rejection was due to a low ridership potential as determined by a demand analysis process. The Borough of Manville has lost The Johns-Manville Corporation along with its many thousands of jobs. It has however, formulated a revised master plan which would promote new commercial and industrial use. Somerset County has made public the improvements it will make to County Road #533 as well as The Weston Causeway, an artery servicing Franklin Township. Lastly, Manville Borough had a station on The West Trenton Line. Due to negligence and lack of security it fell prey to vandals. I trust that what I have written will receive proper attention and consideration. I request that this letter be shared with the other members of the subcommittee and be made part of the record.

Very truly yours,



Nicholas Paul Novak Jr.

Mr. FRANKS. On that basis, Mr. Chairman, let me indicate that I'm being joined today by two very distinguished constituents. On my left is Barbara Roos, who is President of the Somerset County Chamber of Commerce, and to my right is Mayor Ken Scherer of the Township of Hillsborough, New Jersey, both of whom have intimate knowledge and have been long-term advocates for the particular project being discussed today.

I'd also like to acknowledge the presence of Mr. Willie Alexander, who is Chairman of the Somerset County Environmental Stewardship Council, for his support on the project as well.

Mr. Chairman, very briefly, because I know how pressed for time we are, I'd like to bring up three reasons why we believe this project is of vital importance to our transportation system.

First, I would like to indicate that freight is already running along this particular line. Most of the infrastructure that would be needed for passenger rail service is already in place, and freight is running daily along this particular line. It is time now to add passenger service to the West Trenton Line.

Second, Mr. Chairman, population growth in this particular corridor of New Jersey has been nothing short of extraordinary. As Mayor Scherer will tell you, undoubtedly, towns like Hillsborough have experienced more than a 50 percent population growth over the past decade. Fully now 104,000 people live in this narrow corridor.

Third, Mr. Chairman, not unlike other areas of the northeast, this area is being victimized by literally horrendous traffic congestion. In a recent study by the New Jersey Department of Transportation, we found that private passenger vehicle occupancy is at the lowest rate of any corridor measured in our entire State—1.08 passengers per vehicle on our roadway. We need to move these folks onto the rails.

Moreover, Mr. Chairman, we are under the gun of the Clean Air Act. New Jersey is out of compliance with several important standards established by that Federal legislation. In order to bring us into compliance, we need to take advantage of existing railroads in order to move passengers off of those highways onto the rails.

With that, Mr. Chairman, if I may, I'd first like to introduce Barbara Roos, the President of the Somerset County Chamber of Commerce.

TESTIMONY OF BARBARA ROOS, PRESIDENT, SOMERSET COUNTY CHAMBER OF COMMERCE, SOMERVILLE, NJ; AND HON. KENNETH SCHERER, MAYOR, TOWNSHIP OF HILLSBOROUGH, NJ; ACCOMPANIED BY WILLIE ALEXANDER, CHAIRMAN, SOMERSET COUNTY ENVIRONMENTAL STEWARDSHIP COUNCIL

Ms. ROOS. Mr. Chairman, committee Members, Congressman Franks, thank you for this opportunity to address our Nation's decision makers on the merits of funding this economically vital mass transit project in central New Jersey.

As a spokesperson for a large grassroots constituency in this region, representing individuals, businesses, local, county, and State government, environmentalists, and unions, I'm here to ask for national support for capital funds to initiate the passenger service on

the West Trenton rail line. The citizens look to the U.S. Government to assist local efforts in the rebuilding of the country's infrastructure and to facilitate the use of public transit.

We have supporting testimony warranting this project as one of the transportation priorities to be included in the national highway bill. This project will compensate for the unmet transportation needs in this region. This project will help us comply with the Clean Air Act.

We request a commitment, a commitment to invest in the revival of the passenger service linking Pennsylvania, New Jersey, and New York, providing safe and convenient transportation to and from New York City, Newark, Philadelphia, and Trenton, and relieving the mass traffic congestion on the highways.

There is currently no public transportation in this corridor of 104,000 people. Construction of shelters, low-level platforms, park-and-ride lots, improved switches and sitings, and access roads will enhance local economic vitality, will encourage additional community revitalization projects, and will promote a sense of community and will provoke ridership.

The most important result will be a safer environment and cleaner air. Governments have mandated the Clean Air Act. Consequently, employers and employees need alternatives. Now we must provide options for the people. This project will help our community meet the rigid standards for compliance.

We have all learned that widening the roads and building new highways isn't always the right answer. They soon become unsafe, congested, and add to the pollution problems. It's too costly, and it impairs our quality of life. We all want to be conscientious to the environment, especially those of us living in highly dense growth areas.

Restoration of the passenger service on the West Trenton Line provides many benefits and few detriments. I conclude this request for support with two lists justifying Federal funds vital to our regions. One, will help meet compliance with the Federal Clean Air Act; two, will attract ridership unable to use the northeast corridor line because of the limited parking facilities; three, will reduce the number of lengthy auto trips, reduce highway congestion, and improve air quality; four, will reduce travel times for residents to access rail service; five, will induce new rail ridership by making rail service more accessible; six, will encourage introduction of shuttle buses and bus feeder service between development concentrations and rail service; seven, will increase the opportunities for Pennsylvania residents to commute to New Jersey via rail. Historically, this has been a significant portion of the West Trenton ridership.

Number eight, will significantly reduce the need for additional lane miles of new highways, resulting in construction cost savings on the Route 206 corridor. This corridor has seen increased development, and more development is inevitably on the zoning boards. Number nine, will knit suburban Pennsylvania and New Jersey municipalities closer together and will increase their economic viability; number 10, will accommodate the long-range transportation objectives designed by regional planners of New York, New Jersey, and Pennsylvania; number 11, will provide the economic stimulant to older communities along the track and will magnify the efforts

of federally funded projects, such as main streets and ISTEAs, already under way in some communities, like Plainfield, Bound Brook, and Manville.

There are many supporters for the West Trenton Line. We have grassroots support, including from environmentalists, unions, business, individuals, and governments of many regions.

Your commitment and funding support will enable communities in the northeast region to provide essential continuation of the mass transit system. The need for a comprehensive mass transportation system and travel demand management programs is even more important, given the requirements that the Clean Air Act will impose upon New Jersey, its business community, and their employees.

Thank you for your attention.

Mr. FRANKS. Mr. Chairman, it's now my pleasure to introduce Ken Scherer, the Mayor of Hillsborough Township, New Jersey.

Mayor SCHERER. Thank you, Congressman Franks.

Mr. Chairman, Members of the subcommittee, good afternoon. My name is Kenneth Scherer, and I am the Mayor of Hillsborough Township located in Somerset County, New Jersey. Let me begin by telling you how absolutely proud I am to be here before you today representing not only the people of Hillsborough Township, but in this case the people of several communities in central Jersey.

I'm here today to ask for your support in reactivating the West Trenton passenger line, which was deactivated in 1982. The West Trenton Line is located in the western portion of the State and runs between Trenton, our State capital, and Newark, our largest city. The rail line bisects Hillsborough Township.

Hillsborough Township is a bedroom community of some 54 square miles in area and is the largest municipality in Somerset County. As was reported in the most recent United States Census data, the residential growth in our town has been unprecedented. Hillsborough's population increased by 51 percent between 1980 and 1990. We estimate our population currently to be right around 32,000. It is important to note that Hillsborough is only 50 percent developed at this time.

Hillsborough is considered a bedroom community because most of our residents work out of town. We're very proud of the fact that so many people find our rural community so desirable. Unfortunately, because of a lack of major infrastructure through our town, corporate and industrial developers have had no desire to locate in Hillsborough, a dilemma which was created when a portion of U.S. I-95 was dedesignated years ago.

Hillsborough is just one of the many rapidly growing communities along the West Trenton Line. Currently, there are some 100,000 people residing in the immediate West Trenton corridor who would benefit from commuter rail service.

Hillsborough and other communities in our area have no mass transit available to them. If New Jersey is going to meet its Clean Air Act mandates, mass transit must be offered to the large suburban towns so that the commuters have an alternative to driving. Otherwise, these people will simply continue to get in their cars in

the morning and fight the ever-increasing traffic on our already overcrowded highways.

To ignore the problem would be disastrous for New Jersey. Major highway improvements in this area have proven unfeasible, and bus transit has been unsuccessful because of the congestion which already exists on our highways. Reactivating the West Trenton Line is the only logical solution to what is rapidly becoming a major problem.

Hillsborough Township and Somerset County have been planning for the future use of the West Trenton Line even before it was deactivated in 1982. A new transportation center, including a park-and-ride facility, located along the West Trenton Line has been shown on Hillsborough's master plan since 1975. The Somerset County master plan reaffirms the need for this project as an important air quality strategy for their transportation control measures. In addition, at the State level, the project is currently included in the North Jersey Transportation Coordinating Council transportation master plan update.

In fact, the monies needed are a small investment to make in a project which meets so many local, regional, State, and Federal planning objectives in an environmentally clean and fiscally prudent manner. It is not often that such a project is not only practical, but is embraced at all levels of participation.

Mr. Chairman, I've come to you this afternoon quoting many facts and figures to support our case, and now I'd like to close with a personal note. In the early 1950s, a man by the name of Edward Dames and his wife moved down from northern New Jersey to a very rural community called Hillsborough Township, population 4,000. Mr. Dames bought a small house on 21 acres of land just a mile and a half from the Belle Meade Train Station. You see, Mr. Dames worked on Wall Street, and he would use the West Trenton Line to get to New York every day as opposed to driving his car. Yes, as far back as the early 1950s, the West Trenton Line provided an alternative to driving an automobile to work, long before the Clean Air Act was ever thought of.

Ironically, the man who now lives in Mr. Dames' house a mile and a half from the train station is his grandson, the Mayor of Hillsborough, population 32,000, who today is before this House subcommittee asking you to consider reactivation of a passenger service his grandfather used 40 years ago.

In the wake of all you have heard today, I would ask you to please consider the validity and necessity of this project and include the reactivation of the West Trenton passenger line in the National Highway System bill.

Mr. Chairman, Congressman Franks, and Members of the subcommittee, thank you for your time this afternoon.

Mr. FRANKS. Mr. Chairman, thank you.

Mr. RAHALL. Thank you very much. I appreciate each of your testimonies and again want to thank our colleague Bob Franks for his very effective leadership.

Does the gentleman from Wisconsin have any questions?

Mr. PETRI. No. I thank you very much. It's clear that there's tremendous growth in the area between Philadelphia and New York. You're in the midst of that, and it really makes sense to facilitate

more commuter services so as to let people have the lifestyle that they're looking for and be able to get around at the same time.

Mr. FRANKS. Thank you.

Mayor SCHERER. Thank you.

Mr. RAHALL. Does the gentleman from South Carolina, Mr. Clyburn, have any questions?

Mr. CLYBURN. No questions, Mr. Chairman.

Mr. RAHALL. The gentleman from Georgia, Mr. Collins.

Mr. COLLINS. No questions, Mr. Chairman.

Mr. RAHALL. Bob, we note that the information that was requested by the subcommittee has been submitted to us in full and in a responsive manner, and we appreciate that very much.

Mr. FRANKS. Mr. Chairman, thank you very much.

Mr. RAHALL. Thank you.

For purposes of introducing our next panel, the Chair recognizes a very distinguished Member of our body and a dear colleague and friend and an individual with whom I have the honor of serving on the Committee on Natural Resources, our good friend Tom Barrett.

Tom, welcome, and you may proceed as you desire.

TESTIMONY OF HON. THOMAS M. BARRETT, A REPRESENTATIVE IN CONGRESS FROM WISCONSIN

Mr. BARRETT. Thank you, Mr. Chairman. Thank you very much. It's an honor for me to be here, an honor to appear before you. I have the pleasure this afternoon to introduce Mr. Tom Kujawa, who is the Executive Director of the Milwaukee County Transit System, and Tom has held that position for the past approximately nine years, I think, and has done a very good job. He's here today to talk about Milwaukee County's Section III grant application for the purchase of 150 replacement buses and for the authorization of funds to achieve this purpose.

Mr. Kujawa is better suited than I to talk about the great success we've had in Milwaukee. I'll simply state that the buses we're hoping to replace have an average of over 500,000 miles on them, so we've gotten our money's worth out of them. We like to do that in Wisconsin. And if we can get some new buses, we can save an estimated 308,000 gallons of fuel annually and provide additional safety measures.

I might also say that Mr. Kujawa, in addition to being a great head of the bus company, is also the proud father of a former Rose Bowl football player. So he's a fighter all the way, as is his son.

Mr. Kujawa.

TESTIMONY OF THOMAS P. KUJAWA, PRESIDENT AND MANAGING DIRECTOR, MILWAUKEE COUNTY TRANSIT SYSTEM, MILWAUKEE, WI

Mr. KUJAWA. Thank you very much, Congressman, Members of the committee. First of all, I'd like to thank you for the opportunity you have afforded me and the process that you're going through. I know you've had a very long day, and I want you to know that I truly appreciate your dedication.

I'm here to request that the committee provide funding through the Section III grant of the Federal Transit Act for the purchase of 150 buses. These 150 buses would replace vehicles that we pur-

chased in 1980. These vehicles will help the people of Milwaukee and provide them with attractive and reliable transportation services. They will also allow us to accelerate the compliance with both the Americans with Disabilities Act and the Clean Air Act, as directed by the Congress of the United States.

The Milwaukee County Transit System employs 1,500 people and operates 450 buses. In a recent audit by John Doolittle, it pointed out that the Milwaukee County Transit System consistently receives high marks for ridership levels, service productivity, and overall efficiency. The Milwaukee County Transit System has an impressive record of safety, innovation, and service. We are a good example of what is right about transit in the United States, and we're worth investing in. Last year we gave over 60 million rides.

An investment in transit is an investment in sound public policy. Transit is a contributor. It provides mobility, access to jobs and services, support for development, and contributes to the quality of life. Over the years, we have looked to transit to solve many of our Nation's problems. Transit provides access to jobs, provides mobility for the disabled, it lures people from congested highways, and it helps to clear our air.

To meet these goals, we must have reliable service, and in Milwaukee our service reliability is being threatened by our aging equipment. Across the United States, the average fleet age is eight years old. The average fleet age of our system is 12 years old. This age differential significantly affects service reliability and ultimately our ridership.

A transit bus has a design life of 12 years and approximately 500,000 to 600,000 miles. The 150 buses which we would like to replace will be more than 15 years old by the time this grant could be in effect. If Section III dollars are not available for this purchase, these buses will be 18 to 19 years old before they are finally replaced. Good equipment makes a real difference and certainly affects the quality of transit services. Eighteen-year-old buses are simply not reliable. They have more breakdowns, require more road calls, delay more passengers, and ultimately convince our riders to find a more reliable way to get to where they want to go.

Newer vehicles do make a substantial difference in service reliability and maintenance costs. Late in 1990, we acquired 117 new buses and added them to our fleet. This equipment replaced buses which at that time were 16 years old. As a result, our road calls dropped by more than 25 percent. Moreover, we realized lower maintenance costs and lower overall costs, and this ultimately freed more money to put into additional service, further increasing the attractiveness of our service in Milwaukee. New buses are also significantly more fuel efficient, stretching the scarce transit resources.

As an added benefit, these new buses will be equipped with wheelchair lifts and clean diesel engines, accelerating compliance with ADA and CAA compliance. At the present time, only 5 percent of our fleet is lift equipped. This purchase will increase that to 33 percent, allowing us to provide more lift-equipped service to a much wider variety of destinations within our community.

We are proud of our record of service to the Milwaukee community, and we appreciate the level of support which the community has shown transit. The people in Milwaukee depend upon our service. More than 50 percent of our trips on an average weekday are for work purposes. Another 25 percent are education-related. Service reliability in these instances is not a luxury, it is a necessity.

Thank you very much, and I hope you give strong consideration to our request.

Mr. RAHALL. Thank you very much. I appreciate it.

Tom, I believe we have all the information that you have submitted.

Mr. BARRETT. That is correct, sir.

Mr. RAHALL. You responded to our questions in full and in a timely manner, and we appreciate that. I have no specific questions.

The gentleman from Wisconsin.

Mr. PETRI. I'd like to thank you very much for your testimony. I'd like to note for the record that this request is strongly supported by Representative Kleczka, I understand, in addition to being backed by Representative Barrett, and we're going to do our best to try to make sure that you have a modern bus fleet in Milwaukee.

Mr. KUJAWA. Thank you very much. It's much appreciated.

Mr. RAHALL. The gentleman from South Carolina, Mr. Clyburn?

Mr. CLYBURN. No questions, Mr. Chairman.

Mr. RAHALL. The gentleman from Georgia, Mr. Collins?

Mr. COLLINS. No questions, Mr. Chairman.

Mr. BARRETT. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Tom, very much for your leadership on this.

Our next panel consists of City Councilman Doug Alexander from Atlanta, Georgia, and Commissioner Wayne Shackelford of the Georgia Department of Transportation.

Wayne, it's a delight to see you again. We have been together at AASHTO meetings as well as on your home turf, and it's our honor to welcome you and the councilman to the subcommittee today.

We note that your project, the intermodal terminal in Atlanta, does have the support of our dear friend and colleague Representative John Lewis, and he was to have been here today, but I understand that something came up at the last minute, and he cannot be here. But we do note his leadership on this issue.

Who's going to go first?

Mr. SHACKELFORD. Mr. Alexander, sir.

Mr. RAHALL. Okay. Mr. Alexander, we welcome you.

TESTIMONY OF WAYNE SHACKELFORD, COMMISSIONER, GEORGIA DEPARTMENT OF TRANSPORTATION; AND DOUG ALEXANDER, COUNCILMAN, CITY OF ATLANTA, GA

Mr. ALEXANDER. Thank you, Mr. Chairman. Mr. Chairman, Members of the committee, it is a pleasure for me to appear before you today on behalf of the Mayor, the City Council, and the people of the centennial Olympic city of Atlanta. I certainly appreciate the efforts that have been made to allow us to testify to you today, and I wish to thank you personally for this opportunity.

I have come to speak today to the issue of the proposed multimodal passenger facility, which you mentioned. In Georgia, we refer to it as Union Station because, when fully realized, the facility will, for the first time in America, unite under one roof all forms of transportation. The plan for the multimodal facility calls for the building to be constructed in the heart of downtown Atlanta on the site of our old Union Station, which, due to shortsighted planning, was razed years ago to make way for our rapid rail transit system known as MARTA.

The new Union Station would handle intercity as well as commuter trains, national bus lines, MARTA rail and bus lines, rental cars, and airline check-in and transfer to Hartsfield International Airport. This new Union Station would be situated in the center of Atlanta, but its full utilization would benefit people all over the Southeast. It would act as a catalyst for the development of rail passenger transport, first probably for commuter traffic, and later for high-speed intercity service. Eventually, every city might have a Union Station, allowing for more rational use of our national transportation assets.

Atlanta's commitment to the multimodal concept is steadfast. Last year the city and her business community raised \$2.8 million to match the Federal dollars that were available and began the design for this facility. The contract was signed last month, and design work has begun.

The original goal was to have it ready for the world to use in August 1996, in time for the Olympic games. However, Union Station won't do anyone any good if it remains on paper. It must be built. The only way we see to make this facility a reality in the time before the Olympics to demonstrate it to the world during the Olympic games is if the Congress of the United States were to authorize and appropriate the entire amount necessary to build it.

Atlanta is but 862 days away from her greatest moment in this century. It is a moment that will focus the world's attention on Atlanta, on Georgia, on the South, and on this country. It is a moment that will quite possibly shape much of our future. But the Olympics only provide us with this opportunity. The need for this facility goes far beyond that event. Our airport, which is one of the world's largest, is running out of arrival and departure slots. Our highways, which are modern and extensive, are choked with traffic. Our air is increasingly failing to meet Federal standards.

As a demonstration project of the United States Department of Transportation, the multimodal facility would organize and present the best that our Nation's transportation assets have to offer. On behalf of the people of Atlanta and of Georgia, I ask you to make this thing happen. It will prove the concept of intermodal transportation, and it will demonstrate that America is preparing itself for the challenges of the new century.

Mr. Chairman, I want you to know that there are cities, towns, and counties all over Georgia that want this facility built. They know what these transportation options can mean to them if they are provided. Atlanta and the Southeast would be well served if full funding were achievable to get the multimodal station built in time for the Olympics. But if not, we ask you to consider the \$100.028 million statutory authorization so that multimodal will

become a reality in Georgia and in the Southeast before the turn of the century.

I thank you, sir.

Mr. RAHALL. Thank you very much.

Wayne.

Mr. SHACKELFORD. Mr. Chairman, Members of the committee, it's a genuine pleasure for me to appear before you and to inform you about the exciting work that we're undertaking in Georgia to address not only the mandate, but the very spirit of the Intermodal Surface Transportation Efficiency Act of 1991 that you so wisely enacted into law.

As you know, we are fortunate to be the focus of much national and international attention because of recent events—the 1994 Super Bowl—and because of the significant quadrennial event that's to occur in our State in 1996—the Summer Olympic Games, an event that will draw the world's attention not only to U.S. hospitality, but, just as importantly, to the excellent quality in our Nation's transportation system.

We in Georgia are very proud of the opportunity we have to demonstrate the American technology that will enable us to create the seamless transportation system you envisioned in passing the ISTEA legislation. That's why I appear before you today to express my strong support and to urge your consideration for supporting key projects we've requested to successfully achieve these goals.

Mr. Chairman, as you know, we've requested \$100.028 million in statutory authorization, the 80 percent Federal share, to provide funding for the construction of the state-of-the-art intermodal passenger terminal in Atlanta that will provide the interface for Amtrak, commuter rail, rail freight, intracity passenger rail, intercity bus lines, Atlanta's MARTA rapid rail system, rental cars, downtown pedestrian paths, taxis and limousines.

This terminal represents the cornerstone of our commuter rail and intercity passenger rail initiatives. It will be the key to seamless transportation for Georgia and to air quality improvement and congestion management for Metro Atlanta. It will play a vital role in meeting Georgia's transportation needs for the 21st century and will move Atlanta and our State a giant step closer to full prosperity and growth.

On February 7, Atlanta Mayor Bill Campbell did present the local match, \$2,881,953, to allow the initiation of the \$7.72 million contract for design of the terminal. This step could not have been taken without the great effort of the city, the Atlanta Chamber of Commerce, and dedicated Georgia business and financial leaders, and I commend them for their efforts.

Mr. Chairman and Members of the committee, I want to impress upon you the positive actions we're taking in Georgia to make this important project a reality, and I want to emphasize the tremendous spirit of cooperation with which we're undertaking the task. We can't do it alone. We need your help, and we look forward to working with you in achieving this goal.

Mr. Chairman, I also want to bring to your attention another critical project that's high on our priority list for statutory authorization. This is the Sidney Lanier Bridge replacement project at the Port of Brunswick in Glynn County, Georgia. In 1972, 10 people

were killed when a ship struck the Sidney Lanier Bridge, hitting it south of the lift span and knocking a section of the approach roadway into the river. The same bridge was struck again in 1987. This time a vessel hit the south pier of the lift span, causing severe damage. Although no deaths resulted directly, one worker lost his life during reconstruction of the bridge. In both instances, costs to repair the bridge amounted to or exceeded \$1.3 million.

In 1990, under the Coast Guard Act, Congress designated this bridge a hazard to navigation and called for its removal. Under provision of the Truman-Hobbs Act, Georgia has received \$11.9 million in Federal appropriations to begin removal and replacement of the bridge. The funds have been used to advance the engineering and design for a new high-level span bridge that will remove the threat to public safety and provide the navigation clearance necessary for the Port of Brunswick to remain competitive in the future.

As you're aware, Mr. Chairman, in 1993 Congress adopted measures that restrict further use of Truman-Hobbs fundings for public bridges. Bridges such as the Sidney Lanier Bridge, although previously eligible and partially funded, no longer qualify for 50 percent matching Federal funds for removal and replacement. With replacement of the bridge and deepening of the channel, it is estimated that sales revenues will increase by \$464 million annually, personal income will increase by \$107 million annually, tax revenues will increase by \$15.8 million annually, and jobs will increase by 1,100 by the year 2010. The value of increased tonnage into the Port of Brunswick by the year 2010 is estimated at \$183 million in 1991 dollars.

To advance the replacement of the Sidney Lanier Bridge in compliance with the requirement of the Truman-Hobbs Act, Georgia is requesting statutory authorization under Title XXIII to complete final design plans and initiate construction contracts. Our request is for a special authorization of \$63.336 million, which represents 80 percent of the Federal share under ISTEA, and I ask your favorable consideration of this request.

In addition to these requests, Mr. Chairman, the department has highlighted two other projects as priorities. The Appalachian Scenic Parkway project, in the amount of \$4 million for planning, would provide a continuous east-west linkage directly affecting more than 700,000 people in north Georgia's Appalachian region. This 147-mile multilane parkway will provide increased highway safety and provide needed infrastructure to stimulate economic development and expanded tourism.

The State Route 61 connector project, \$7.2 million, will provide direct benefits by increasing the safety and security of the people of Douglas and Carroll Counties, Georgia. In addition, a new major employer is expected to locate in the immediate area, resulting in the creation of 1,000 jobs and trips to the area of 850,000 to a million visitors per year.

Mr. Chairman, I enthusiastically endorse these priority projects for your consideration. I appreciate the assistance and support that you've given in the past.

Lastly, I want to commend those of you on the committee for working so diligently for the adoption of the National Highway System.

Thank you, sir.

Mr. RAHALL. Thank you, Wayne. Let me ask one quick question before I turn it over to my colleague from Georgia. On the Sidney Lanier Bridge, to which you've so effectively and forcefully testified, I'm still kind of fuzzy as to what specifically we have to do to make it Federal aid eligible. Is there a specific statute that is needed? I know you addressed it, but I didn't quite catch it clearly.

Mr. SHACKELFORD. It's going to need to be authorized, because the earlier action of the Congress in the 1990 omnibus bill called for that bridge being funded Truman-Hobbs, and with the action that was taken last year that said no more funding for Truman-Hobbs for public bridges on navigable waters, we need authorization for transportation dollars, for ISTEA dollars, to be allocated for that bridge.

Mr. RAHALL. Okay. And it is on the Secretary's recommended NHS.

Mr. SHACKELFORD. Yes, it is, sir.

Mr. RAHALL. Okay. Let me recognize our distinguished colleague from Georgia, a very effective and just as forceful leader as you are, Wayne, and you, Mr. Councilman. He is an excellent Representative and has talked to me a number of times regarding this project, and has been a leader on this committee on the issues affecting Georgia. I now recognize Mr. Mac Collins.

Mr. COLLINS. Thank you, Mr. Chairman. You know, we were fortunate enough the day that we started these hearings to have Secretary Peña before us, and I thought it was rather delightful that he highlighted Georgia in his opening presentation, and he highlighted Georgia because of its uniqueness, because of its locale and it being a gateway to the Southeast, the importance of it as a transportation hub.

I'm pleased to have here today before us one of the city councilmen from the City of Atlanta, which is the capital of Georgia, who wrestles daily with the transportation problems that we have there with the commuters in and out of the city, and am most pleased to have Commissioner Shackelford. I got to know Commissioner Shackelford back when I was in the State legislature. I was there in the Senate when he was actually hired to be the State transportation commissioner. I was very impressed with him the first time that I heard him speak. I have worked with him on many occasions, and his word is his bond. You can put it in the bank if he tells you he's going to do something.

He wrestles, too, constantly with the transportation problems that we have in Georgia, and you heard him express his desire and his concern over some particular projects here. There's one project that he did not mention that was on the list, that he has so graciously acknowledged will be handled. He meets the needs of Georgia. He works at them.

I just want to close, though, with one question, and I'll go back to Secretary Peña's visit, when he put the map on the screen. I noticed that Fort Gillem, Georgia was not on that map. Commis-

sioner, do you have the knowledge of why Fort Gillem was not designated on the NHS map?

Mr. SHACKELFORD. Mr. Collins, we've raised that question. In fact, I signed a letter last night to Mr. Rahall. There are three sites in Georgia that were on the STRAHNET that, when the Secretary provided the list, were not on there, and we're very concerned. We believe that it is essential that they should be on there. We need the connectivity from Fort Gillem to the National Highway System, we need the connectivity for the facility in Athens of the Naval Supply Depot to the National Highway System, and we need the connectivity from Moody Air Force Base down in Valdosta to the National Highway System.

Mr. COLLINS. Well, I appreciate that.

Mr. Chairman, I really do wholeheartedly support the Commissioner in his request and hope that this committee and this Congress can fulfill those needs.

Thanks again for being with us.

Mr. SHACKELFORD. Thank you, sir.

Mr. COLLINS. Thank you, Mr. Chairman.

Mr. RAHALL. Thank you, Mac.

The Chair recognizes our distinguished full committee Chair, Mr. Mineta.

The CHAIR. Thank you very much, Mr. Chairman. Let me just comment that Congressman Lewis, of course, has been very vigilant in this whole issue.

Just out of curiosity, there's been reference here, Mr. Commissioner, to Sidney Lanier. Who is Sidney Lanier? I mean, there's a Lake Sidney Lanier, a big, big lake. I've got a Sidney Lanier Bridge here. Just out of curiosity.

Mr. SHACKELFORD. Sidney Lanier was one of the great poets of all time who happened to have lived in Georgia, out of the hills of Habersham, down through the valleys of Hall. The Sidney Lanier Bridge was named because he wrote about the marshes of Glynn. Lake Lanier was named for Sidney Lanier because the Chattahoochee River got its start up in the hills of Habersham and came down through the valleys of Hall. I live in the next county, Gwinnett, sir.

The CHAIR. Very good. Thank you. Just out of curiosity also, is General John Sanford with the Georgia Department of Transportation?

Mr. SHACKELFORD. He's the county manager in Fulton County. The City of Atlanta is in Fulton County, with a small portion in DeKalb. He manages Fulton County, sir.

The CHAIR. He is with the county?

Mr. SHACKELFORD. He's the county manager. He plays a very vital role with our full use of ISTEA full planning, the Atlanta Regional Commission, General Stanford, who, as the transportation officer, by the way, does a splendid job. I was with him on an Olympics matter on Saturday morning, sir.

The CHAIR. Well, the next time you see him, give him my regards. He lived about a block away when he was here at the Pentagon, and his son and my son went through T.C. Williams High School together, and we nearly snared John to come out to Califor-

nia as Caltrans' director, but he decided to stay here on the East Coast instead. But he's a great person.

Again let me thank you for your presentation, as well as Mr. Alexander for being here. Our problem is going to be just like anything else that you face. We've got all kinds of projects before us and limited funding, and so this whole thing is going to—we're just going to have to very carefully scrutinize all of these projects, and you did a great job on responding to the 18 issues that were raised by Chairman Rahall in terms of all of these projects.

So I'd like to thank you very, very much for your presentation.

Mr. SHACKELFORD. Thank you, sir.

Mr. RAHALL. Wayne, thank you very much. Mr. Councilman, we appreciate your testimony as well.

I'm sorry. Did the gentleman from South Carolina have any questions, Mr. Clyburn?

Mr. CLYBURN. No, thank you.

Mr. RAHALL. Bob, do you want to go vote and come back?

Mr. FILNER. Pardon me?

Mr. RAHALL. Do you want to go vote and come back? Shall we do that?

Mr. FILNER. If that's okay with you, yes.

Mr. RAHALL. The subcommittee will stand in a short recess while we answer this roll call vote on the floor of the House before starting with the next panel.

[Recess.]

Mr. RAHALL. The subcommittee will resume its sitting.

We now have the honor of hearing from a distinguished Member of our committee, a gentleman that does a very effective and hard-working job on behalf of his people and is a leader on the projects for which he will now lead off the testimony and introduce his constituents: the Honorable Bob Filner.

Bob, we welcome you to the subcommittee, your committee, and you may proceed as you desire.

TESTIMONY OF HON. BOB FILNER, A REPRESENTATIVE IN CONGRESS FROM CALIFORNIA; STEVE PORTER, PRESIDENT, OTAY MESA CHAMBER OF COMMERCE, AND CEO OF PORTER INTERNATIONAL; AND DAVID C. NIELSEN, MCKINLEY/NIELSEN AND ASSOCIATES, CITIZENS FOR BORDER TRANSPORTATION, OTAY MESA, CA

Mr. FILNER. Thank you, Mr. Chairman, and Mr. Chairman. I appreciate getting to know you all in my first year in Congress and your kindness to introduce me to this institution and this process. I want to take this opportunity to provide you with testimony on projects vital to the economic development not only of southern California, but really of the whole Nation.

San Diego, the city which I represent, is proud to be an integral part of the international border economy. We benefit greatly from the movement of goods and people across the border. But those benefits go beyond our boundaries. For example, recent studies have shown that only 16 percent of the goods crossing the border have origins or destinations in our immediate area. The rest goes across the Nation.

Otay Mesa is the site of the major port of entry which currently handles passenger and pedestrian traffic across the border. We had the opportunity, if Chairman Mineta remembers, to show him that site and the border situation. This crossing is being expanded now, and when it's completed, all commercial traffic between San Diego and Tijuana, Mexico, the two largest cities on the U.S.-Mexico border, will use this crossing facility.

Currently, thousands of commercial vehicles use this port of entry. By this summer, the number will double, and if the Administration's projections about increased trade as a result of the approval of NAFTA are correct, we can expect an almost 200 percent increase in trade and in the number of commercial vehicles using this border crossing.

The crossing facility can handle this increase in business, but there are no roads to take this traffic inland. There is one road that leads from the interstate highways to this border crossing, but it cannot accommodate the traffic even as it exists now. It's a four-lane city street, which is already over capacity, and there have been quite a number of fatal vehicular accidents due to its congestion.

Mr. Chairman, the Federal Government made a decision to process all commercial traffic at this Otay Mesa border crossing. The Federal Government also made the decision recently, as you know, to approve NAFTA, which may double this traffic. We need Federal support to help our city and our Nation accommodate the increasing international trade by approving a three-year project to build what is called State Route 905, which would link the Otay Mesa border crossing with the interstate highway system, and to make other necessary street improvements.

It is important to note that this highway project linking the international border crossing with our interstate system is the number one priority of the City of San Diego, the County of San Diego, and the Regional Council of Governments.

I represent this area as a Congressman, and I represented this district for many years as a city councilman. I worked for many years to try to have the infrastructure plan in place to handle the inland use. The City of San Diego worked with the State, the county, and the Federal Government to have innovative solutions to deal with these border infrastructure problems. We have been very innovative, but at this point the Federal Government must give us some help.

The international border crossing and the traffic that will come through there if NAFTA is to succeed require that this infrastructure must be put in place.

I recently convened a transportation summit in this area where Federal, State, and local officials came together. A consensus was achieved at the summit, and the funding proposal which I submitted through Mr. Rahall reflects the consensus of the officials and the citizens in this area, and it's the result of many years of work by all those involved.

We have a chamber of commerce in the area called the Otay Mesa Chamber of Commerce which has played a key role in the success of development in this area. Recently formed was the Citizens for Border Transportation, a committee of that chamber,

which has served as a focal point to lobby for these projects, and I have representatives from those groups here with me today to make known their efforts.

Steve Porter is representing the Otay Mesa Chamber of Commerce. He is the President and the CEO of Porter International, San Diego's largest customs broker and international freight forwarder. His father, David Porter, founded the company and is a key figure in many aspects of life in San Diego.

David Nielsen, on my right, is a member of the Otay Mesa Chamber of Commerce Board of Directors as well as Citizens for Border Transportation. He is a partner in McKinley/Nielsen and Associates, a land use consulting firm with many years of experience in this area.

They flew in on the red-eye to be here with you to make it clear that there is a consensus in southern California for some help, and I would like Mr. Porter to say a few words.

Thank you for your kindness, Mr. Rahall, Mr. Mineta.

Mr. PORTER. Thank you, Mr. Chairman. I want to thank Congressman Filner for his leadership and hard work on behalf of Otay Mesa. Over the years, we had become discouraged as plans were developed for the port that seemed to ignore the needs of the community and to prevent the efficient movement of goods across the border. Congressman Filner's Otay Mesa transportation summit was one of the most significant events to occur in our community in many years.

Congressman Filner has described the planning process undertaken by local public agencies and the business community. In reliance on that process, our company moved to Otay Mesa in 1989. Since then, we have observed city growth in the level of activity at the port, but the increased activity has created major problems which are beyond our ability to solve.

Congressman Filner has mentioned Otay Mesa Road. It must be widened and fully improved to deal with existing traffic. Planned truck access to the expanded port will also create serious problems. We were appalled at the Federal agency's plan to route truck traffic to and from the port on local streets, with no consideration for impacts on neighborhood businesses and border traffic patterns.

The queue of southbound trucks at Virginia Street in San Ysidro has been observed to be up to a mile and a half long. Such a queue on Otay Mesa will deprive local businesses of access to their properties and will spill out onto Otay Mesa Road, creating even worse traffic problems than we currently have. Streets used by these trucks will deteriorate rapidly, since they were not designed for such heavy loads.

Congressman Filner has requested funding for improvements to city streets which will accommodate border truck traffic efficiently and safely. In cooperation with the city, we have worked out an alternate point of access for southbound trucks which will allow for queueing in a vacant right-of-way owned by the city. Trucks will access this entrance on a designated route which will avoid the conflicts with through traffic on Otay Mesa Road.

The projects discussed so far are required to simply catch up with the current border-related demands. With implementation of the NAFTA and development of additional border businesses, Otay

Mesa Road will be congested almost as soon as it is widened. Additional east-west road capacity will be necessary within the next three years.

For many years, we have been working with local planners and State transportation officials on proposed State Route 905. This highway will provide the permanent link between the port and the interstate highway system. The environmental impact statement is under way, but additional funding will be required to complete it. Right-of-way must be obtained and an interim facility constructed. Congressman Filner's proposal will allow these facilities to be built on a schedule that will permit the continued growth of trade and commerce at the border.

In summary, our situation is desperate and is getting worse. Those of us with businesses on the mesa have invested heavily in our plants and offices as well as in the infrastructure that is now in place. We feel we have more than met our obligations to the community. Completion of the street and highway system on the mesa cannot be a local responsibility alone. The cost is beyond us, and the benefits extend far beyond our city and regional boundaries. We need your help, and we feel it is in the best national interest that you provide it.

I urge you to support Congressman Filner's proposals, and thank you very much.

Mr. NIELSEN. Thank you, Mr. Chairman. I'm here in behalf of Citizens for Border Transportation. I want to thank you, Mr. Chairman, for allowing us to speak here today, and Congressman Filner for bringing this proposal forward to you.

Our group was formed several years ago for the purpose of solving Otay Mesa's critical road and highway problems. It has brought together public officials and local business leaders in an informal setting to review alternatives, establish priorities, and provide technical information to local elected representatives.

We're proud of Otay Mesa and the role it will play in the emerging binational economy of the southwestern United States and northern Mexico. We have worked hard to develop the program which Congressman Filner has presented to you today. It reflects literally hundreds of hours of study, debate, and analysis by the California Department of Transportation, city and county officials, business leaders, private engineers, and planners.

The proposal before you includes the necessary projects for our community to play its legitimate role in the implementation of NAFTA and the expansion of trade with Mexico. We feel we have done our part and hope you can now join us in these efforts. On behalf of our group, we hope you will seriously consider these requests and support Congressman Filner in his proposal before you.

Thank you, Mr. Chairman.

Mr. RAHALL. Thank you very much.

Mr. FILNER. Thank you.

Mr. RAHALL. The Chair recognizes our distinguished full committee Chair, Mr. Mineta.

The CHAIR. Thank you very much, Mr. Chairman.

Let me first of all commend Mr. Filner for the work that he does on this committee. Mr. Filner is not just a representative of the 50th District, but he looks at it from a national perspective. Having

had an opportunity to go through that area in early November, I guess it was, Bob, remind me, how far east of San Ysidro is the Otay Mesa crossing? What's the distance?

Mr. NIELSEN. It is approximately eight miles.

The CHAIR. And 905 will go from the port all the way down through Otay to the border crossing?

Mr. NIELSEN. Yes, it will connect the border crossing with 805.

The CHAIR. And then 56 comes in where?

Mr. NIELSEN. Route 56 is in the north part of the city and is not connected to these projects.

The CHAIR. Oh, it's not connected as part of this.

Mr. NIELSEN. That's correct.

The CHAIR. Okay. So the 905 is \$77 million-plus.

Mr. FILNER. I think the three-year total is closer to \$100 million. About \$98 million.

The CHAIR. Oh, I see. Okay. That's the total, and the \$77.36 million is what is being sought here in terms of Federal funding?

Mr. FILNER. The three-year authorization would be \$96.7 million. For fiscal year 1995, it would be \$22.7 million. It's a three-year project that, again, has been designed with the cooperation of the California Transportation Authority (Caltrans), the county and the city of San Diego and the community.

The CHAIR. And the total, I'm sorry, you said, Bob, is?

Mr. FILNER. It's \$96.7 million over three years.

The CHAIR. Okay. Then 56 is to do what?

Mr. FILNER. State Route 56 is also an east-west thoroughfare in the northern part of the City of San Diego. It is not in my district, but it is a link that is needed in that part of the city. Mr. Nielsen, may be more familiar with that.

Mr. NIELSEN. Mr. Chairman, that would link Interstate 5 at Del Mar with Interstate 15 in Rancho Penasquitos.

Mr. FILNER. Does that go toward Rancho Bernardo or north of that?

Mr. NIELSEN. It is slightly south of Rancho Bernardo, Mr. Chairman.

The CHAIR. South of Rancho Bernardo. Oh, okay. I see.

Mr. NIELSEN. It's a part of the community there.

The CHAIR. All right. I see where it would generally go. Would it hook up near Poway?

Mr. NIELSEN. That's correct.

The CHAIR. Okay.

Mr. FILNER. It's important to point out, Mr. Chairman, that what we are calling the State Route 905 project is actually ready to go. The money would be used immediately, jobs would be created. State Route 56, which we also have on the county priority list, though lower down, is one that the environmental work has yet to be complete. I think the acquisition still has to be done. It would not be ready for building purposes for about three years. State Route 905 can be completed before the work on 56 is ready to go.

The CHAIR. All right. Great. Thank you very much. I was just commenting that the duration of ISTEA is through fiscal year 1997. Those are the three fiscal years you're talking about—1995, 1996, and 1997.

Mr. FILNER. Yes, sir.

The CHAIR. Very well. Thank you very, very much.

Mr. FILNER. I appreciate your interest and your expertise. Thank you very much.

Mr. Chairman, I would ask unanimous consent for my whole statement to be part of the record.

Mr. RAHALL. Without objection, your prepared statement will appear in the record.

Thank you very much, Bob.

The CHAIR. Before you get away, let me ask one question. Is this being built to interstate standards, State Route 905?

Mr. NIELSEN. The improvements requested—as I understand it, it would be ultimately. The improvements requested here are the full right-of-way and an interim facility in order to provide immediate relief for the east-west problems we're having, and portions of that facility would become a part of the permanent freeway.

The CHAIR. But in terms of design standards, you don't know whether that's—we'll check this out, but I wonder if it's being built to interstate standards.

Mr. NIELSEN. It's my understanding it is, from the Caltrans staff we've been working with.

Mr. FILNER. We will get that further information to you, sir.

The CHAIR. We might be able to connect 805 and I-5 here as part of it, if it's being built against these standards. Okay. We're just talking out loud. We'll just have to do some sculling on this. Thank you very, very much.

Mr. FILNER. Thank you.

Mr. RAHALL. The subcommittee is honored to have another of our colleagues before us at this time, the gentleman from Arkansas, the Honorable Jay Dickey.

Jay, we appreciate your patience in being with us at this late hour. We do have your prepared testimony, and you may proceed as you desire.

TESTIMONY OF HON. JAY DICKEY, A REPRESENTATIVE IN CONGRESS FROM ARKANSAS

Mr. DICKEY. Thank you, Mr. Chairman, and Mr. Chairman. I've listened carefully to the California project and its details, and I have to say quite humbly that I think we can take all that money and give it to Arkansas, and you all wouldn't be worse off. Can we do that? And then I can just leave. [Laughter.]

Mr. DICKEY. I know you all are busy, and you haven't got time for things like that.

Mr. RAHALL. I'll yield to the Chair on that one.

Mr. DICKEY. I know.

The CHAIR. You know, one thing about these country lawyers, they can work these things. [Laughter.]

Mr. RAHALL. I hear you've got to watch them.

The CHAIR. Congressman Dickey, you are super.

Mr. DICKEY. Thank you for having me here and allowing me to talk. I'm here to talk about my beloved State of Arkansas, and I appreciate your taking my written statement.

Our Arkansas congressional delegation formally submitted in January to the subcommittee the State of Arkansas National Highway System recommendations. We are pleased that the Secretary

of Transportation has accepted our proposal essentially and adopted all of the Arkansas recommendations for our State.

Two projects are of particular interest to me, that being Highway 71, which is going to be called I-49, upgrading all of the western Arkansas route going north and south. The second is what we're calling I-69, the Mid-Continent Highway Corridor, which would traverse our State in the southeast part of the State.

The Highway 71 upgrading from Shreveport to Kansas City has been previously authorized, and the projects are under way. This is important to western Arkansas, and we're pleased that it's in the NHS recommendations.

We are particularly pleased about the I-69 proposed extension from Indianapolis to Houston, through southern Arkansas, that it also is in the NHS proposal. It is a congressional high-priority corridor. The Arkansas State Highway Department is leading a seven State feasibility study to identify specific alignments. With the passage of NAFTA, I-69 is crucial to rural southern Arkansas and other poor rural States to directly participate in mobility, economic development, and competitiveness in the expanded marketplace.

What I'd like to say in closing, and probably the reason why I'm here, is to plead our case for the Delta in southeast Arkansas. We have a poor area, people who have low self-esteem, they've almost lost hope, and this thing will bring a great revitalization to an area that has been vital in the past, and it would help considerably. We want you all to please consider Arkansas, keep Arkansas in your minds and on the table, and please adopt these programs and take the recommendations of the Secretary of Transportation.

Thank you very much for your time.

Mr. RAHALL. The Chair recognizes the full committee Chair.

The CHAIR. Let me ask, if I might, Congressman Dickey, you have made reference to the Mid-Continent Highway Corridor. That's to go from Memphis to Atlanta, as I recall.

Mr. DICKEY. Memphis to Houston through Shreveport.

The CHAIR. Oh, I'm sorry, Houston to Shreveport.

Mr. DICKEY. Yes, sir.

The CHAIR. What's the other one from Memphis to Atlanta, Georgia that we're—

Mr. DICKEY. I think that's going across the northern part of the State.

The CHAIR. Okay. Well, then, I'm getting a couple of these corridors mixed up here.

Mr. DICKEY. We have an \$800,000 feasibility study for the I-69 corridor that's presently in place. Our Arkansas State Highway Department is the lead agency, and it will take about a year and a half for that to happen. This is really in the embryo stage.

The CHAIR. Now, on 71, that's the one that comes through Bentonville, Springdale, and the whole—

Mr. DICKEY. That's right. It comes down through Ashdown and Texarkana and that part of the State.

The CHAIR. I refer to that as the John Paul Hammerschmidt corridor, right, Jay?

Mr. DICKEY. That's right. That's exactly right.

The CHAIR. Now, that one in ISTEA we gave that was \$100 million for, I think, Highway 71, and then this other east-west corridor

from Memphis, Tennessee through Huntsville to—okay, that's the one I was referring to. That's the east-west corridor. Now, this one is called the Mid-Continent Highway Corridor.

Mr. DICKEY. We call it I-69.

The CHAIR. Okay. All right. Very good. Now I've got this a little more clearly fixed in my mind as to which one. Okay. Jay, I'm sorry, on the other one, you're asking—as it relates to the 71, you're asking for what on that one?

Mr. DICKEY. For completion of it. The projects are going. They're coming both from the south and the north. The south, of course, is in the 4th District. The north is in Tim Hutchinson's district. We want to be sure that that's in place and that it proceeds, that the momentum is carried through.

The CHAIR. Now, the momentum will go, but as you know, that's going to require full funding of ISTEAA.

Mr. DICKEY. That's what I understand. That's kind of discouraging. I thought when I came up here that it was different, but—

The CHAIR. Now, Jay, can we get your vote on full funding of ISTEAA?

Mr. DICKEY. Yes, sir.

The CHAIR. You're going to have to go against some of your own colleagues on that if you do.

Mr. DICKEY. Is that right? [Laughter.]

The CHAIR. Your Republican substitute does not fully fund ISTEAA.

Mr. DICKEY. Well, the most significant economic and social project that I'll ever vote on will be I-69, and if we can pursue that—and Highway 71, too, but Highway 71 in a lesser degree. What I'm saying to you is that my commitment to these people in the Delta, those folks that just don't think that there's any hope, that it doesn't do any good to vote and that sort of thing, is going to drive me to vote that way. I'll guarantee you that.

The CHAIR. Well, Jay, you're a good person.

Mr. DICKEY. Thank you, sir. Thank you. You are, too. Does that mean I can get the California money? [Laughter.]

I mean, I heard that project. It's not near as deserving as ours.

Mr. RAHALL. The gentleman from South Carolina, Mr. Clyburn?

Mr. CLYBURN. I have no questions, Mr. Chairman.

Mr. RAHALL. Jay, we note also that co-sponsoring this with you is our colleague on the committee, Mr. Hutchinson. Is that correct?

Mr. DICKEY. That's correct.

Mr. RAHALL. And you've joined in co-sponsoring the projects he has submitted.

Mr. DICKEY. That's correct, as well as the rest of the delegation, too.

Mr. RAHALL. Right. Okay. Thank you very much.

Mr. DICKEY. Thank you, Chairman Rahall.

Mr. RAHALL. For purposes of introducing our next panelist, the Chair is honored to recognize a distinguished Member of our subcommittee and full committee, a very effective leader in the Congress for his projects in South Carolina and on a number of other issues, the Honorable James Clyburn.

Mr. CLYBURN. Thank you, Mr. Chairman. First of all, Mr. Chairman, I want to thank you and commend you for the work that you do and are doing, and thank you, Chairman Mineta, for your com-

mitment to the National Highway System. These hearings have been quite useful to me, and I'm sure others have benefitted as well.

Mr. Chairman, appearing before us now is Robert White, who is State Highway Engineer for South Carolina. I have worked very closely with the South Carolina Department of Transportation in developing the five demonstration projects I submitted to the subcommittee, and I asked Mr. White to appear today to emphasize two of these requests.

Mr. Chairman, we all know the infrastructure needs of our Nation, and we all know the limits of our resources to meet those needs. The South Carolina Department of Transportation has created an innovative plan called the Fast Track Bridge Replacement Program. This program will demonstrate a process to replace defective bridges more quickly and with less engineering costs, thereby freeing precious funding for construction.

Mr. Chairman, the other project I want to call to your attention involves a demonstration of how to successfully mitigate highway construction effects on historic districts. Last week our subcommittee was pleased to hear testimony from a panel expressing strong concern that preservation of cultural resources be considered in the National Highway System legislation. The South Carolina Department of Transportation will demonstrate exactly how this can be achieved with the Highway 301 project in the town of Bamberg, South Carolina.

Mr. Chairman, these projects embody the meaning of demonstration projects. They are models of how to address transportation needs with limited funds, without adversely affecting other resources, and they can be replicated throughout the country.

I will now ask Mr. White to give the details of these projects, and thank you, Mr. Chairman.

TESTIMONY OF ROBERT L. WHITE, STATE HIGHWAY ENGINEER, SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

Mr. WHITE. Thank you, Mr. Clyburn.

Mr. Chairman, I think human nature says that we all like to see our names printed, and so I looked through your agenda to find mine, and I was last, and I see it is very late, and I want to tell you it's more than an honor, but it's a pleasure to appear before you this afternoon at this time as I've observed the manner in which you've conducted this, and I'm glad to know back home that Congress in Washington functions and functions very well. It really is an honor to appear before your committee.

Mr. RAHALL. We're going to give you an extra three pats on the back for being with us this late. [Laughter.]

Mr. WHITE. And some of the California money? [Laughter.]

But I'd like to ask that as you develop the National Highway System legislation, you consider authorizing funding for several important projects in the State of South Carolina. I previously furnished a written statement for the record, and my comments are in summary of that statement.

Specifically, I ask that you consider funding in two areas: first, for our Fast Track Bridge Replacement Program, which has al-

ready indicated an opportunity for success; and, second, for our U.S. 301 project in the town of Bamberg.

In my State, we have more than 9,000 bridges, and nearly 1,900 of these bridges are listed as deficient or obsolete on the National Bridge Inventory. But we're making a difference in this problem area with our Fast Track Bridge Replacement Program. We believe we can demonstrate that a highly experienced team of experts can partner to accelerate the preliminary engineering process and reduce the cost of engineering, thus allowing deficient bridges to be replaced relatively quickly and at a greatly reduced engineering cost. This allows a much higher percentage of bridge replacement funds to be used in the direct construction of deficient bridges.

Results of the pilot Fast Track Program have been promising. In fiscal year 1993, 34 fast track bridges were replaced, whereas only 11 bridges were replaced following ordinary procedures. The average cost of design engineering for the fast track bridges was about \$6,800, compared with approximately \$52,000 each for the other 11 bridges. The average time required from first site visit to award of a construction contract for a fast track project was six months, compared with 18 to 24 months for ordinary bridge replacement projects.

The development of the Fast Track Program for fiscal year 1994 is currently underway, and if funds can be made available, our goal is to replace 106 deficient bridges. The proposed Fast Track Bridge Replacement Program will demonstrate the effectiveness of partnering various disciplines and concerns to develop bridge replacement projects which meet high engineering standards, are cost effective, are environmentally sensitive, and get construction started quickly.

Another item we would like for you to consider is funding the U.S. Route 301 demonstration project. The proposal to widen the short section of U.S. Route 301 through the downtown business district of the Town of Bamberg offers a unique opportunity to demonstrate that problems normally associated with highway projects impacting historic districts can be effectively resolved and mitigated.

Traffic growth between and through many small towns has increased dramatically, and the need to widen the connecting highways has resulted in conflicts between better and safer highways and promoting historical preservation. Typically, downtown street right-of-way is not adequate for the four or five lanes needed for traffic service, and downtown merchants don't want to lose on-street parking to a wider highway.

Further complicating the problem is the inevitable requirement under the National Historic Preservation Act to avoid impact on historic properties. Usually, the only alternative is to construct a highway bypass around these small towns. In these cases, the historic district is preserved, but generally the downtown businesses are lost because of traffic diverted to the new bypasses. Consequently, many downtown business districts are made up of vacant buildings with uncertain futures. They have become ghost towns.

A successful demonstration project like the one envisioned for Bamberg could serve as a model for other small and medium-size

towns needing improved traffic service without losing the historic downtown business area.

Once again, let me express to you my gratitude and thanks for the opportunity to comment on these matters of great importance to us in South Carolina as we try to solve our transportation problems. I will be pleased to respond to any questions you may have.

Mr. RAHALL. The Chair recognizes the gentleman from South Carolina, Mr. Clyburn.

Mr. CLYBURN. Thank you, Mr. Chairman. Mr. Chairman, I would just like to point out that of the number of bridges that we hope to replace with this project, just a few of those bridges are in the 6th Congressional District, which I represent, and I just want to state for the record here the magnanimous attitude that I have in regard to what's a very good project for the State of South Carolina. In view of some of what I expect to be discussed later on in these hearings, I just want you to know that I'm very, very broad in my outlook on what's good for my State.

Mr. RAHALL. Thank you very much, Jim. We understand that and appreciate your leadership very much.

Mr. White, I'm struck particularly by your Route 301 demonstration project. I recall as a youngster—it wasn't that long ago—traveling with my family, as we often did at the beginning of each summer when I was growing up, from West Virginia down to another state just past South Carolina, we would always travel the Route 601/301 corridor, because the interstates just weren't completed in those days. I guess I kind of contradicted myself there. [Laughter.]

But, anyway, I do know the 601/301 route very well and many of the old historic towns that exist along that routing, so your calling for a demonstration project strikes a sympathetic ear here, because I know that with the advent of the completion of the interstate system, many of these communities have become ghost towns, as you said in your testimony. So to have such demonstration projects is really preserving a great deal of the history of America, and I think it is certainly worthy of our consideration.

I thought I'd just throw that out because of the chord of sympathy that it struck with me.

Mr. WHITE. Thank you, sir.

Mr. RAHALL. Thank you, Mr. White.

Norm, do you have anything further?

The CHAIR. Let me ask about the fast track on the bridges. You're looking at bridges that are normally not on, let's say, interstates or major State routes. Are you looking more at county roads and less-traveled—

Mr. WHITE. It cuts across the spectrum, Mr. Chairman. Last year we had to close a bridge on I-85 in Spartanburg County and divert traffic temporarily, a one-way operation in the opposite lane, while we put in a temporary bridge and then constructed a full bridge replacement for the deteriorated structure. It's a problem that knows no particular system boundary.

Certainly, they are county roads, but in South Carolina, interestingly enough, South Carolina has the fourth largest State-maintained highway system in the country. So we maintain about two-thirds of all road mileage, and all but about 600 bridges belong to our maintenance responsibility.

Most of the bridges that would be replaced would be on our system, but we have, as I noted earlier, successfully implemented a program that appears to have a lot of potential. We last year went out with a multidisciplinary team that included hydrologists and biologists and on-site made all the decisions that were necessary in order to develop that project. We didn't bring different items back to Columbia and debate what we were going to do. That decision was made and implemented.

We've had primary routes on this. I think there were three primary bridges that were included in the 34 that we've done.

The CHAIR. But on these bridges, you didn't have to do a hydrologic analysis, nor did you have to do field surveys. I mean, you didn't have any rights-of-way problems. It was just a question of going in and working on the bridge within the confines of what you had.

Mr. WHITE. The decision was made as to how to accomplish that without the necessity of a specific hydrology analysis. We have a hydrologist present so that we can look for scour indications to determine if perhaps there is a scour potential. We have completed a pretty sophisticated scour analysis of almost all of our bridge sites in the State, and we can rely on that information.

But the decision as to whether or not to make a survey or whether we're going to need additional right-of-way is one that's obviously debated on-site, and if it can be avoided, we avoid it, because it adds more time.

The CHAIR. Those 34 bridges that you did in fiscal year 1993 using the fast track method, what was the total cost of the replacement of those 34 bridges?

Mr. WHITE. They averaged about \$270,000 apiece for construction.

The CHAIR. And that was including the steel work and the paving and—

Mr. WHITE. Yes, sir, that was the average total cost per bridge, and we were able to fund those when the Federal Highway Administration redistributed additional obligational authority to the State in August of last year, which was approximately \$9.7 million.

The CHAIR. Very good. Thank you very, very much, sir.

Mr. RAHALL. Again, thank you, Mr. White, for your patience in being with us at this late hour.

Mr. WHITE. Thank you for hearing me at the end of a long, long day.

Mr. RAHALL. The subcommittee stands adjourned at 6:54 p.m., to reconvene next Tuesday morning at 10:00 a.m. in the same room.

The Chair thanks all Members of the subcommittee that have been with us throughout the course of the day at one time or another, and especially extends a special thank-you to our full committee Chair, Mr. Mineta, who's been here so long, so many hours himself today. Thank you, Norm.

The subcommittee is adjourned.

[Whereupon, at 6:54 p.m., the subcommittee recessed, to reconvene at 10 a.m. on Tuesday, March 15, 1994.]

PREPARED STATEMENTS SUBMITTED BY WITNESSES
AND MEMBERS OF CONGRESS

TESTIMONY OF
COUNCILMAN DOUG ALEXANDER
CITY OF ATLANTA, GEORGIA

BEFORE
THE HOUSE SUBCOMMITTEE ON SURFACE TRANSPORTATION
WASHINGTON, D.C.
MARCH 10, 1994

Mr. Chairman, Mr. Collins, members of the Committee, it is a pleasure for me to appear before you today on behalf of the mayor, the City Council and the people of the Centennial Olympic City of Atlanta. I certainly appreciate the efforts that have been made to allow us to testify before you today, and I wish to thank you personally for this opportunity.

I have come to speak today to the issue of the proposed multimodal passenger facility. In Georgia, we refer to it as "Union Station" because when fully realized, the facility will, for the first time in America, unite under one roof all forms of transportation.

The plan for the multimodal facility calls for the building to be constructed in the heart of Downtown Atlanta on the site of the old Union Station, which, in a fit of bad planning, was razed years ago to make way for our rapid rail transit system, MARTA. The new "Union Station" would handle inter-city as well as commuter trains, national bus lines, MARTA rail and bus lines, taxis, rental cars, and airline check-in and transfer.

This new "Union Station" would be situated in the center of Atlanta, but its full utilization would benefit people all over the Southeast. It would act as a catalyst for the development of rail passenger transport, first probably for commuter traffic, and later for high-speed inter-city service. Eventually, every city might have a "Union Station" allowing for more rational use of our national transportation assets.

Atlanta's commitment to the multimodal concept is steadfast. Last year, when state funds could not be found, the City and her business community raised 2.8 million dollars to match the federal dollars that were available and begin the design for this facility. The contract was signed last month, and design work has begun. The goal is to have it ready for the world to use in August of 1996, in time for the Olympic Games.

However, "Union Station" won't do anyone any good if it remains on paper. It must be built. It's total cost is projected at \$125 million. Georgia's share of that is \$25 million. Unfortunately, our legislature has again been unable to authorize this amount. The City of Atlanta, with a budget cut \$37 million from last year's levels, is in no position to raise that kind of money. The only way we see to make this facility a reality in time to demonstrate it to the world at the Olympic Games, is for the Congress of the United States to authorize and appropriate the entire \$125 million as a demonstration project.

Atlanta is but 862 days away from her greatest moment in this century. It is a moment that will focus the world's attention on Atlanta, on

Georgia, on the South and on this country. It is a moment that will quite possibly shape much of our future. But the Olympics only provide us with an opportunity. The need for this facility goes far beyond that event. Our airport, one of the world's largest, is running out of arrival and departure slots. Our highways, though modern and extensive, are choked with traffic. Our air, more often than not, isn't meeting federal standards. We are fast approaching a Rubicon, Mr. Chairman. What will we find on the other side?

Will we find the Gate City of the South with a multimodal facility that links fast passenger trains through Georgia, the Southeast and the Midwest with all other modes of transport? Or will we continue to be a single-train town served by an overwhelmed, formerly suburban station, barely connected to transit bus service, much less any kind of transportation network?

The choice now lies with you, Mr. Chairman, the members of your committee and Congress. Which choice speaks best to the world, Sir? Which speaks best to our future? Which speaks best to the Olympic ideal of cooperation among peoples and governments?

As a demonstration project of the United States Department of Transportation, this proposed facility will organize and present the best that our nation's transportation assets have to offer. On behalf of the people of Atlanta, and of Georgia, I ask you to make this thing happen. It will prove the concept of intermodal transportation and it will

demonstrate that America is preparing itself for the challenges of the new century.

Multimodal is not dead but alive and well and our efforts on behalf of the State of Georgia continue.

Thank you.

STATEMENT OF
CONGRESSMAN RICHARD H. BAKER
HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON SURFACE TRANSPORTATION
March 10th, 1994 Hearing on
NATIONAL HIGHWAY SYSTEM AND ANCILLARY ISSUES
RELATING TO HIGHWAY AND TRANSIT PROGRAMS

Mr. Chairman, Ranking Member Petri, and other Members of the Subcommittee, I want to thank you for the opportunity to submit testimony on a critically important project to the community of Baton Rouge and the State of Louisiana. I am genuinely pleased to take part in this program since it is designed to focus the attention of Congress and the Federal Government on the National Highway System and other related issues relating to highway and transit programs.

I am here today to ask the Public Works Committee, and the Subcommittee on Surface Transportation, to identify the Baton Rouge Interstate Bypass (Baton Rouge Bypass) as part of the National Highway System. I am also requesting that the Baton Rouge Bypass be made a specific authorization or, in the alternative, be made eligible for a general fund authorization under the Intermodal Surface Transportation Act of 1991 (ISTEA).

I must first inform you that I am here as a representative of the Louisiana Department of Transportation and Development, East and West Baton Rouge Parishes, the surrounding Parishes, local elected officials, the Capital Region Planning Commission (the local planning commission required by ISTEA), and hundreds of thousands of residents of

the Fourth and Sixth Districts of Louisiana. I am extremely proud of the Greater Baton Rouge community for participating in this process, and their effort has received bipartisan and unequivocal support.

As all of you are well aware, ISTEA called for the establishment of the National Highway System as the first step to integrating our nation's transportation needs as we look towards the next century. The U.S. Department of Transportation worked many long hours and with every State's Transportation Department to develop the 159,000 mile proposal for the National Highway System that was submitted to Congress on December 9, 1993. Unfortunately, the Baton Rouge Bypass is not included in the National Highway System that is now being considered by Congress.

There is no doubt that the Greater Baton Rouge community needs this project. The State of Louisiana has funded the first study of the Baton Rouge Bypass, and local elected leaders personally held meetings with the Administrator of the Federal Highway Administration in an effort to add this project to the National Highway System. Unfortunately, the Federal Government was prohibited from complying with Baton Rouge's request because the State of Louisiana could not submit the request as part of its NHS proposal since no existing corridor covers the Baton Rouge Bypass. In my view, the Baton Rouge Bypass slipped through the administrative and regulatory gaps, and this Subcommittee can correct the situation because it is empowered to add an authorization this year for the Baton Rouge Bypass to the National Highway System through the legislative process.

On January 7, 1994, Baton Rouge's response to the Subcommittee's criteria as set out in the Congressional Record by the distinguished Chairman were filed. I believe that the Subcommittee's review of that information should lead to the conclusion that the Baton Rouge Bypass fully satisfies any requirements that a route must meet in order to be designated as part of the National Highway System and that it merits a specific

authorization, or in the alternative, it should be made eligible for general fund authorization under ISTEA.

The Louisiana Department of Transportation and Development and the Baton Rouge Regional Planning Commission would be responsible for carrying out the Baton Rouge Bypass. The project calls for the construction of a 30-mile, 4-lane "loop" around the City of Baton Rouge (see the attached map). The project has been preliminarily divided into three phases: (1) Beginning at Interstate 10 in West Baton Rouge Parish, proceeding in a southern direction to cross the Mississippi River south of Louisiana State University, then proceeding eastward to interchange with Interstate 10 near the Ascension Parish line; (2) Continuing in a northeastern direction to intersect with Interstate 12 in Livingston Parish; and, (3) Constructing the remainder of the loop through the northern part of the Greater Baton Rouge area.

The reasons and purposes to fund the Baton Rouge Bypass are countless. The design described above will provide an alternative route for highway vehicle traffic entering Metropolitan Baton Rouge, the 73rd largest metropolitan area in the United States, because the primary East-West route, Interstate 10, narrows to one lane causing incredible backups and numerous accidents on the new Mississippi Bridge. It is my understanding that this is the only place in the Interstate System where traffic is reduced to a single lane, and please believe me when I tell you that it creates hazards lasting several hours when cars stop right after they have crossed the top of the bridge. I also would like you to know that I have received many letters from truck drivers familiar with Interstate 10, which stretches from Florida to Texas, and they have told me that this situation is the worst traffic design they have ever seen.

The Baton Rouge Bypass would also serve to greatly reduce, or eliminate, the danger associated with transportation of hazardous materials near the Baton Rouge area. Baton Rouge hosts over 10 petrochemical refineries and the chemical plant corridor from Mobile,

Alabama, through Baton Rouge and New Orleans, Louisiana, to Houston, Texas, require substantial, daily transportation of hazardous materials. The combination of this traffic with the daily local auto movement generated by almost 500,000 Baton Rouge residents creates a genuine potential for a very serious chemical spill. Our community and its major employers simply could not evacuate the area fast enough.

The Baton Rouge Bypass also takes into account the intermodal concept being observed by federal, state, and local planning agencies. The project would provide greater access to the Baton Rouge Airport and the Greater Baton Rouge Port. With the approval of the North American Free Trade Agreement, agricultural and petrochemical import-export volumes through the Baton Rouge, South Louisiana, and New Orleans ports are expected to substantially increase. And, the Baton Rouge Bypass would provide much more efficient access to a new regional airport if one is ever built between New Orleans and Baton Rouge.

The Baton Rouge Bypass would provide an evacuation route from New Orleans and South Louisiana in the event of hurricane conditions. The same route would be utilized in the event that there is a major incident relating to Baton Rouge's petrochemical industry or Riverbend Nuclear Plant. Without this project, evacuation during an emergency would be seriously hampered.

You should also know that Baton Rouge is currently designated as a non-attainment area by the Environmental Protection Agency under the Clean Air Act. The current bumper-to-bumper traffic on Interstate 10 substantially adds hydrocarbons and nitrous oxide which exacerbates the community's non-attainment problem. The Baton Rouge Bypass would help eliminate the bumper-to-bumper traffic, and would assist the City in compliance with federal environmental standards.

The Louisiana Department of Transportation and Development funded the first study of a Baton Rouge Bypass. The study was completed over a year ago and it found that there was a definite need for a loop, and recommended the alignment set out in the attached map.

The project has received federal funding for a second study which will examine: feasibility, alignment, private sector financing, toll roads, and environmental impact. This \$137,000 study began in January 1994, and is expected to be completed in nine months. At this point, other federal funds are not available.

The Baton Rouge Bypass will take at least 10 years to complete, and the total project cost is estimated to be \$650 million. This includes the cost of studies, design, planning, environmental impact statements, permit procurement, right-of-way acquisition, and construction. It is further estimated that \$65 million or 10% of the total cost will be needed prior to the year 2000, and the remaining 90% will be needed between 2000 and 2010. The project includes new bridges over the Mississippi and Amite Rivers and interchange modifications to Interstates 10 and 12. The source of funds will be Federal funds under the National Highway System (if added to the NHS system), Federal Demonstration Programs, and State Transportation Trust Funds. As mentioned previously as an effort to mitigate the costs of the Bypass, the feasibility of private sector financing and tolls is being investigated during the second study.

The Louisiana Transportation Department has stated that completion costs will not exceed the funds requested. Since the project is still in the study phase, preliminary engineering and environmental analysis have not been done.

The proposed schedule calls for a design phase between 1995 to 1998, right-of-way acquisition and utilities construction in 1999 and 2000, and construction between 2001 and 2010. Since a corridor does not exist, the Baton Rouge Bypass is not included in the State or local Transportation Improvement Plan. Once the second study is completed, the project will be eligible and should be included in the 1994-1995 State Transportation Improvement Plan.

As stated earlier, the initial study of the Baton Rouge Bypass funded by the State of Louisiana found that the project was critical to the needs of the Greater Baton Rouge

community. The Louisiana Transportation Department determined that the project deserved priority last year, but due to the high costs it could not be included in the normal ISTEA funding process. The result would be that the Baton Rouge Bypass would use a disproportionate amount of funds available to the State. Early response has been favorable, no significant opposition to this project is anticipated, and environmental concerns will be fully addressed by studies.

The objectives of the Baton Rouge Bypass will be attained through a sound regional planning and implementation program, as well as designing the high capacity route as a freeway facility with only a few interchanges.

The first study of the Baton Rouge Bypass concluded that its economic impact would be substantial. There would be industrial and residential expansion with an emphasis on the integration of an intermodal transportation system. A significant number of construction jobs would result, and access to the downtown area in Baton Rouge would be improved. I believe that further examination of this project will find that construction of a loop would greatly enhance the economic future of the Greater Baton Rouge area. The freeway design would provide for a more energy efficient operation because existing urban congestion would be eliminated and the reduced consumption rate of energy would result in improved travel efficiency. Environmental concerns, including improved air quality, would be considered and would be met by appropriate project planning. As mentioned earlier, the Baton Rouge Bypass will reduce the number and likelihood of accidents occurring in the metropolitan area.

Comparable improvements to existing roads, sewer, water, and related utilities would be required. The expansion of the Greater Baton Rouge metropolitan area would also increase the need for schools, fire stations, police buildings, and other related community services. Local and State government would fund these relatively minimal impact projects.

Alternative urban interstate modifications are being evaluated in the Baton Rouge area because capacity improvements have been considered for the existing Interstate 10 alignment in the past. However, such designs have proved expensive, require major city right-of-way acquisition, and still only provide a short-term solution to a larger problem. Also, transit improvements are not a viable alternative because the Baton Rouge Bypass is intended to handle through traffic with neither the origin or destination as urban Baton Rouge.

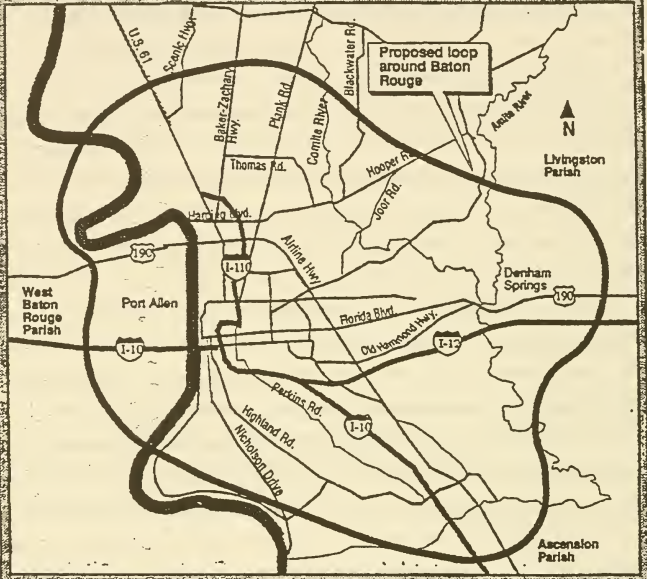
On behalf of the Greater Baton Rouge community, I request that the Baton Rouge Bypass be placed on the National Highway System and request a specific authorization of \$3.0 million for the Baton Rouge project for Fiscal Year 1995. In the alternative, I request that the Baton Rouge Bypass be made eligible for a general fund authorization in the amount of \$3 million under ISTEA. Either of these events would be the first authorization for the Baton Rouge Bypass, and as stated previously \$137,000 in federal funding has been made available for the second study of the project.

The Greater Baton Rouge community, the surrounding Parishes, local elected officials, and residents of the Sixth and Fourth Districts have demonstrated a commitment to the Baton Rouge Bypass by making this project a priority in their planning procedures. The Louisiana Department of Transportation and Development has recognized the community's critical need of an alternative to the existing Interstate route. In addition, the Louisiana legislature has passed a concurrent resolution in support of this project. The City of Baton Rouge would benefit tremendously from the Baton Rouge Bypass because the project would alleviate traffic congestion, provide safe roads for hazardous waste hauling and for evacuation in the case of an emergency, take into account future intermodal transportation needs, and satisfy future economic development and growth concerns. I want to thank the distinguished Chairman and all of the Members of the Subcommittee for exploring this critical issue at this time, and for giving me the opportunity to submit this written testimony to and testify before the Subcommittee on this urgent matter.

PROPOSED LOOP FOR BATON ROUGE

City-parish officials aren't confident about getting funding for a loop all the way around the city, so they have set out their plan in three priorities.

- Priority 1: From I-10 west of the Mississippi River southeast to I-10 near the Ascension Parish line.
- Priority 2: From I-10 northeast to I-12 east of Denham Springs
- Priority 3: From I-12 across the northern part of the parish and back to I-10 west of the river.



Source: City-parish Department of Public Works

Advocate graphic

TESTIMONY TO BE DELIVERED TO
THE SUBCOMMITTEE ON SURFACE TRANSPORTATION
ON
THURSDAY, MARCH 10, 1994

NAME: Fred Baughman, Executive Director
ORGANIZATION: Hendricks County Economic Development Partnership
ADDRESS: 12829 Rockville Road
Indianapolis, Indiana 46234
TELEPHONE: (317) 272-9300

TESTIMONY

Hendricks County, Indiana, is a very fortunate area of the United States. From an economic development perspective, many factors make it an excellent location for doing business:

- * CONRAIL has two (2) active rail lines within the area; and, Hendricks County is home to the Avon Rail Yard;
- * Indianapolis International Airport is located adjacent to Hendricks County's eastern border which is the home to such business centers as the Federal Express Hub, the U.S. Postal Service Hub, and the newly dedicated Indianapolis Maintenance Center for United Airlines; and
- * Hendricks County is located adjacent to the great City of Indianapolis and all of its wonderful assets.

Yet, there does exist one major flaw to the development potential of Hendricks County. Currently, all major highways in the County run east and west:

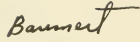
- * I-70 runs east and west along the southern boundary of Hendricks County;
- * U.S.40 and U.S.36 both run east and west through the middle portion of the County;
- * I-74 runs east and west along the northern boundary of Hendricks County; and
- * I-65 cut the northeast corner of our County.

Consequently, no adequate highway means exist at present to get from the southern portion to the northern portion of Hendricks County or the highways that run through it. The proposed project would provide this vital connection.

In addition, from an economic development perspective, there are two (2) other important factors for this project: 1.) the proposed highway would open approximately 1,000 acres of currently vacant land for industrial/commercial development, thus creating additional job and payroll opportunities for Hendricks County citizens; and, 2.) the proposed highway would open additional area to the benefit of the United Airlines Project which has been called the largest economic development project in North America in the recent past.

Again, Hendricks County, Indiana, has many reasons to be thankful; however, this highway project will make it an even better location for businesses attempting to compete in today's global marketplace.

STATEMENT OF MAYOR TOM BAUMERT



House Public Works & Transportation Sub-Committee on Surface Transportation

In my opening remarks I would first like to refer to a paragraph I read some years ago about the I-69 Connection. "If the new road is not built, then the opportunity to profit from the emerging trade expansion will be lost, in particular the opportunity will be lost for 12 southwestern Indiana counties to find new economic energy and purpose. Two alternative futures lie ahead, an extension of the past which includes isolation and economic stagnation or a link to the future which means improved quality of life, growth and development. The decision as to which of these two futures becomes reality is in the hands of the citizens and leaders of the Federal and State governments".

Rather powerful words in such a short paragraph. When you read and digest the contents you have to agree they indeed are true.

In the case of a small city, Washington, Indiana, of which I am the elected Mayor, you start to hear and see what is happening elsewhere when they have decent roads. I do know from first hand we have lost at least 3 industries that liked our utility costs, the condition of our infrastructure, cost of living, and in general, the area, but were very disappointed that we had no decent highways to move their product.

In talking to some of the local trucking operations I found that time is money. One company estimated they lose approximately \$80,000 a year due to our existing highways. Another reported if he could gain 10 minutes each way on a round trip he could save about \$3,000 a trip. We could use this money in our local economy.

In the late 1800's we had a population of about 11,000. One hundred years later the population is still nearly the same. Why does our population stay the same? I feel it is the "no growth syndrome". I fully realize we have lost several industries over the years and that we have also gained a few new ones. So what happens to our area in this no growth slump? Jobs!

We have spent a lot of time worrying about the environmental issues and I feel we should, but at the same time we seem to have forgotten our most important resources . . . our children. We need to give our children the opportunity to stay in their home towns and make a living while enjoying the family value support system.

Since the rumors of the I-69 Connection we have had visitors and developers from other areas come in and look us over so they can make their plans for the future. As one developer put it so well when I asked why they were here, he replied "Mayor, you don't know it but Washington is like a cocoon and if the I-69 happens Washington will hatch and become a butterfly".

Now I assume these big money people know what they are talking about, so we're trying on the local level to be ready when we "hatch out".

Our infrastructure improvements are continuing and as we repair or replace we are designing for possible future growth. At the same time in our community our planning and zoning boards are putting a Master Plan in place to meet the future needs.

In closing I would like to say with the I-69 completed we will continue to grow and prosper. Without it I will predict one hundred years from now we will still be in the "no growth syndrome".

Thank you.

Prepared statement of Mayor Tom Baumert, City of Washington, State of Indiana.

Testimony of

Mr. Tom Boland

Subcommittee on Surface Transportation

Thursday, March 10, 1994

My name is Tom Boland. I am from Hannibal, Missouri, one of six members of the Missouri Highway and Transportation Commission, overseeing highway and bridge construction and maintenance for the state of Missouri. I am also the Ford Dealer in Hannibal.

The existing two-lane bridge carrying U.S. 36 over the Mississippi River at Hannibal, built in 1934, is structurally deficient, seriously deteriorated, and functionally obsolete. I am here today to request demonstration funding for the replacement of this bridge with a new four-lane freeway bridge. Both Missouri and Illinois consider it imperative to replace this bridge. The existing narrow bridge fails to adequately ensure motorist safety and falls far short of providing the vital link necessary for continuing economic development of the U.S. 36 corridor as a major component of the National Highway System and a major cross-continental transportation corridor.

Coming west and southwest from major industrial and population centers, such as Chicago, Detroit, Indianapolis, and Cleveland, passenger vehicle and truck traffic converge at Springfield, Illinois. Illinois already has built U.S. 36 known as the Central Illinois Expressway to freeway standards west from Springfield to within three miles of Hannibal, a \$500 million dollar improvement. This highway narrows, however, to only two lanes at the Mississippi River Bridge at Hannibal and then passes through the city of Hannibal itself before continuing west across Missouri. Missouri has committed more than \$200 million to upgrading U.S. 36 to four-lane expressway across the entire

state, nearly one-half of which is completed. The Missouri Transportation Improvement Plan calls for completion of the entire U.S. 36 corridor to four-lane expressway standards; the first eight miles in Missouri, starting from the replacement bridge, will be built as freeway.

At Cameron, Missouri, Highway 36 intersects Interstate 35, going southwest to Wichita, Oklahoma City, and Interstate 44 to California; and going south to Kansas City where it connects with Interstate 70 to Denver and the West Coast. The project will also help relieve congestion as it parallels Interstate 80 across Illinois and Iowa, and Interstate 70 across Missouri.

U.S. 36 also passes through some of the nation's prime agricultural land, enabling timely transport of agricultural products to processing and distribution centers.

The bridge at Hannibal is of regional significance because it connects travelers from Missouri, Illinois, and throughout the nation with historical and recreational attractions such as Mark Twain Lake, Lake of the Ozarks, Lincolnland, Pony Express history, and the Mark Twain attractions within Hannibal itself.

The devastating summer 1993 flooding underscored the importance of this major transportation route. The bridge was closed for nearly twelve weeks, forcing motorists to drive more than 100 miles in either direction to find an open bridge. This contributed to untold economic and personal disruption. Regional traffic, commerce, and tourism halted.

We seek funding for the Mississippi River bridge structure itself. Illinois already has committed to do approach work to

bring the Central Illinois Expressway to the bridge; Missouri will upgrade approaches from the bridge to the U.S. 36/61 junction 2-1/2 miles to the west. Approach work on the Missouri side began in 1993; additional work is scheduled for Fiscal Years 1994 and 1995.

The existing Mark Twain Memorial Bridge, built in 1934, is only 22 feet wide, far below today's standards for such a major river crossing--much too narrow. Vertical clearance is 18 feet 3 inches. Congestion, with associated delays and energy consumption, is prevalent. The accident rate on the Missouri side of the bridge is four times the statewide average for a similar class of highway.

The safety index is 29 on a scale of 0 to 95; below 60 indicates safety deficiency. The deck has a rating of 3 on a scale of 1 to 10, even after we made major repairs while the bridge was closed during the flood of 1993.

Recent inspections of underwater portions of the bridge reveal worrisome undermining and washed-out areas around two piers, possibly caused or aggravated by the turbulence and water pressure from this past summer's flooding. We are especially concerned that the 60-year-old timber pilings could be exposed and threatened. Clearly this old bridge must be replaced--and soon. It is structurally deficient--obsolete--and is impeding the major economic potential of the U.S. 36 corridor.

The total project cost, including approaches, is \$88,086,000. The bridge itself will cost \$56,200,000. We request that demonstration funds be included in the NHS bill to

pay the 80 percent federal share of the bridge, a total of \$44,960,000.

Preliminary design will be completed by April 1994 and the final design phase including plan preparation will start in July 1994.

The Final Environmental Assessment was approved by FHWA in November 1993. The Coast Guard permit application is scheduled for submittal this month. The Section 404 permit application and mitigation plan for wetlands will be filed soon with the Corps of Engineers.

Many commercial, industrial, and educational organizations throughout North Missouri and Western Illinois have forwarded letters of endorsement to Congressman Volkmer and Durbin, whose two districts this bridge projects connects. The cooperation of these groups has been very close and cohesive over the years, and continues to this day in total support of this bridge project.

Ladies and Gentlemen of the Congress: On behalf of the Missouri Highway and Transportation Commission, and the residents, farmers, businessmen, employees and owners of manufacturing plants, tourists, educators, and just plain motorists of Northern Missouri and Western Illinois, I urge you to provide demonstration funds for replacement of the U.S. 36 bridge over the Mississippi River at Hannibal. Thank you very much for this opportunity to express the details of this urgent project.

**TESTIMONY TO BE DELIVERED TO
THE SUBCOMMITTEE ON SURFACE TRANSPORTATION
ON**

THURSDAY, MARCH 10, 1994

NAME: Robin G. Brandgard, President
ORGANIZATION: Town of Plainfield, Hendricks County, Indiana
ADDRESS: 206 W. Main Street
Plainfield, Indiana 46168
TELEPHONE: (317) 839-2561

TESTIMONY

The Town of Plainfield is a community of approximately 12,700 located directly west of the Indianapolis International Airport. Plainfield is the largest community in Hendricks County and the closest suburban community to the Airport. Since 1990, the Plainfield area has been experiencing new and different external influences that are accelerating the transformation of the once rural town into a vital suburban community within the central Indiana region. Foremost among the influences are the plans of nearby Indianapolis International Airport to add and extend runways, to relocate the air passenger terminal, and to attract aviation related businesses. These airport plans also require significant changes in the roadway system. A vital component of this new system is the proposed interchange at Six Points Road and I-70. The Six Points Road Interchange is critical to the future growth and economic development of Plainfield, Hendricks County, Indianapolis International Airport and the City of Indianapolis. The construction of the Six Points Road Interchange will stimulate development in an area of approximately 1,000

acres located between Plainfield and the Indianapolis International Airport. This area consists primarily of large tracts of agricultural land that would be available for future development. As a result of the Six Points Road Interchange, the Town and Hendricks County will benefit by readily quantifiable assets including increased sites for development, new job creation, and increased tax revenues for all taxing districts through a broadening of the tax base. Already, this type of development is taking place in expectation of improved accessibility offered by the proposed Six Points Road Interchange. The United Airlines Maintenance Hub, U.S. Postal Service Eagle Air Hub, expansion of Federal Express and the development of Airwest Business Park in Plainfield and Ameriplex Business Park south of the airport are just a few examples.

For the Town of Plainfield, Hendricks County and the City of Indianapolis to take full advantage of our combined economic development assets and infrastructure investments it is essential that the Six Points Road Interchange be developed. The Six Points Road Interchange represents unprecedented cooperation and consensus on all aspects of this most important regional project amongst the Town of Plainfield, Hendricks County, Indianapolis International Airport, City of Indianapolis and the State of Indiana.

We encourage members of the Surface Transportation Subcommittee to look favorably on this project.

STEVE BUYER
5TH DISTRICT INDIANA

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HOUSING AND MEMORIAL AFFAIRS

CORN CAUCUS

ALCOHOL FUELS CAUCUS

CONGRESSIONAL AUTOMOTIVE CAUCUS
CONGRESSIONAL SPORTSMEN'S CAUCUS

TESTIMONY OF

CONGRESSMAN STEVE BUYER

BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

MARCH 10, 1994

Mr. Chairman. Members of the Subcommittee. I am grateful for the opportunity to appear before the Subcommittee today to discuss a number of issues regarding the National Highway System relating to the 5th District of Indiana, which I represent.

I appreciate the Subcommittee arranging testimony so that Congresswoman Long and I could appear before you regarding the Hoosier Heartland Industrial Corridor. As you can readily see, this project knows no partisan boundaries. In fact, this project has broad based support in the communities all along the Corridor. Our offices have supplied the Subcommittee with letters from community leaders and business executives along the corridor who testify as to the dramatic need for this project.

It is approximately 100 miles from Indianapolis to South Bend. In this 100 miles, there is only one highway going from east to west, U.S. 24. Parts of this highway and State Road 25,

from Logansport to Lafayette, comprise the Hoosier Heartland Corridor. This is a major delivery route for manufacturers and producers of other goods. Tractor trailers use the road as well as passenger cars and slow-moving farm equipment. One businessman told me that 25% of raw material deliveries to his facility were late. In short, this road is vital to the economic well-being of my district and North Central Indiana.

As you are aware, this project was authorized by the Intermodal Surface Transportation Efficiency Act (ISTEA). The segment from Fort Wayne to Lafayette was authorized to receive \$9.5 million for a 4-lane highway under ISTEA. Seventy-two percent of the funds received to date have been spent and this funding has been instrumental to the State in bringing several segments to the construction phase. The construction timetable outlined by the State includes nearly \$100 million in construction ready-to-go from now through Fiscal Year 1997 for which funding resources have not been identified.

According to information from the Indiana Department of Transportation which we have provided the Subcommittee, "the Hoosier Heartland Corridor is one of Indiana's top priorities." The State also projects a benefit/cost ratio to be 3.5. But to some communities along this route, completing this project will mean a chance at economic revival. Grissom Air Force Base in my District will be realigned from an active to a reserve base at the end of FY 94. The completion of this road will be a positive factor for the community in seeking private industry and new development. As the Wabash Economic Development Corporation

stated in their letter of support submitted to this Committee, "A better highway system will help start us growing again and should put our employment on an upward trend."

A press report from 1987 termed the existing roadway "picturesque and treacherous." Many of the business leaders who submitted letters of support for this project indicated a concern for the safety of their employees. One company had a tractor trailer involved in a fatal accident. As the Mayor of Wabash stated in his letter, "over the past several years many people have been killed. The highway is narrow, two lane, with narrow shoulders and drop offs." The State also indicates that there will be a 50% reduction in accidents that will lead to savings both in terms of personal injuries and property damage.

I recognize the difficult budgetary constraints facing this Subcommittee. The Hoosier Heartland Corridor has construction ready-to-go, to put people to work and enjoys tremendous local and State support. I urge the Subcommittee to authorize this project in such a manner that will keep it moving forward to meet the goals of the National Highway System.

Finally, Mr. Chairman, I would like to mention a few other items in my District that relate to the National Highway System. The State of Indiana has requested a technical correction from the Federal Highway Administration to include U.S. 24 from Logansport to U.S. 41 in Indiana in the National Highway System. I wholeheartedly support this effort.

I am also pleased that the Federal Highway Administration included the State's recommendation for U.S. 41 in the National

Highway System.

I also understand that Mayor Mowery of Marion will be here shortly with other mayors from Congressman Sharp's district to seek authorization for a feasibility study for the widening of State Road 37. While this portion of State Road 37 will not be included in the National Highway System, I have no objections to this study request.

**STATEMENT BEFORE THE
HOUSE OF REPRESENTATIVES
PUBLIC WORKS AND TRANSPORTATION COMMITTEE
SUBCOMMITTEE ON SURFACE TRANSPORTATION**

Relating to:

**"THE BENEFITS OF A DEPLOYMENT PROGRAM FOR
ROAD WEATHER INFORMATION SYSTEMS
ON THE NATIONAL HIGHWAY SYSTEM"**

by

Dwayne M. Collett
Executive Vice President & General Manager
Surface Systems, Inc.
11612 Lilburn Park Road
St. Louis, MO 63146
(314) 569-1002

Mr. Chairman and members of the Subcommittee, my name is Dwayne Collett. I am the Executive Vice President and General Manager of Surface Systems, Inc.

Introduction

I greatly appreciate the opportunity to address you on a technology that has been proven to improve winter time driving safety while reducing both the amount of deicing chemical and the cost of maintaining safer highways for the motoring public. This technology is known as Road Weather Information Systems, or RWIS. RWIS provides highway agency personnel with important near-real-time and forecasted weather and road condition information. This information enables them to be more responsive in maintaining highways in a safer operating condition during inclement weather.

RWIS

RWIS consists of sensors installed in the travel lanes of the highway to measure and detect the temperature of the pavement, whether moisture is present, the form of the moisture (snow/ice), and the amount of deicing chemical present on the pavement. Atmospheric sensors are placed adjacent to the pavement and measure air temperature, relative humidity, wind speed and direction, precipitation type, intensity and rate, and the driver's perception of visibility. All sensors connect to a processing unit, also adjacent to the highway, which measures all sensors, then processes and transmits the information to a central computer located at the highway agency offices. The central computer collects and stores data from the remote processing units and forwards the data to user displays. Highway agency personnel gain access to the near-real-time pavement and weather data

via computer work stations at the highway office or via telephone line from remote locations outside the office.

Because of the near-real-time pavement weather data from RWIS, it is now possible to provide pavement specific weather forecasts to agencies responsible for highway maintenance and construction, instead of general atmospheric weather forecasts. Pavement specific weather forecasts, which are also part of RWIS, are based on data obtained from the RWIS sensors. These forecasts provide highway personnel with a site specific short term (24 hour) forecast of pavement temperature and conditions, combined with forecasted atmospheric weather conditions. Specialized computer models are used to process a combination of RWIS and National Weather Service data to generate the pavement specific weather forecasts. The forecasts are delivered to highway personnel at a minimum of two times per 24 hour period and are updated as weather conditions change. Accurate pavement specific weather predictions could not be achieved based solely on National Weather Service observations from airports because they do not contain information on the temperature and conditions of roadways or runways. Research indicates that effective storm management requires the capability to predict the need for snow and ice control four to twelve hours in advance.¹

With RWIS technology, highway agency personnel also have access to National Weather Service ("NWS") weather data including atmospheric forecasts, radar and satellite images. The highway agency uses the NWS data as an integral part of the RWIS system.

Further, RWIS technology was first implemented at U.S. airports in the 1970's. Today, over 128 civil and military airports in the U.S. use this technology to maintain safer runways for aircraft operations.

RWIS was first used on highways in the early 1980's. Today there are 146 highway agencies, consisting of State DOTs, Counties and Cities in 33 states which are using over 1400 pavement sensors at more than 500 locations on our nation's highways. Over 400 pavement specific weather forecasts are being provided to transportation agencies in the U.S. for operations, construction, and winter and summer maintenance.

RWIS is being deployed throughout the world. European countries have taken an aggressive approach for the deployment of RWIS. In some European countries today, RWIS are implemented throughout the entire country,² and other countries have adopted and initialized plans to deploy RWIS country wide with government support at the federal level. In 1992 there were over 2500 RWIS stations located on highways in 12 European countries. Of these RWIS stations, 550 are located in Sweden, and 520 are located in the United Kingdom³.

RWIS is relatively new technology to the transportation industry; however, it is not experimental or prototype technology. For over a decade, RWIS has been used successfully by U.S. highway agencies for snow and ice control. Research and study have been conducted to substantiate the benefits of RWIS. The documented results of such research are outlined below.

U.S. Aviation

The FAA researched and studied the technology, and in 1978 issued an Advisory Circular (150/5220-13A) specifying guidelines for the implementation of RWIS on U.S. airport runways. Since 1978, the FAA has funded the deployment of these systems under the Airport Improvement Program.

European Research

A large amount of RWIS research has been performed in Europe. Eleven European countries conducted joint research from February 1987 to December 1990. Their goal was to examine the overall state of the art in the application of road meteorology to winter maintenance. The objectives of the project were to improve traffic safety and flow, and to reduce road winter maintenance costs and environmental pollution. This effort is known as "The European Co-Operation in the Field of Scientific and Technical Research" (COST), and the specific project was COST-309 "Road Weather Conditions". With regard to RWIS, the COST-309 final report states⁴:

"The benefits to be gained from such systems are many fold and include:

1. Cost savings on raw materials.
2. Improved safety.
3. Less environmental pollution.
4. Streamlining of maintenance strategy (This could lead to a reduction in capital expenditure).
5. Less stress on the roadmaster.
6. Archived data (useful for indexing and future strategic planning).

Studies have shown that savings are often in the order of 30% and can lead to a return on the original investment within 1 or 2 years."

The COST-309 final report further states:

"It is now generally recognized that modern ice detection and prediction systems should form the basis of an integrated winter maintenance strategy. Despite relatively high installation costs, their implementation will soon reap benefits in terms of better safety, long term cost savings, optimal response to critical weather situations and minimizing of environmental damage."

"One effect of the road weather service system could be a 50% prompter salting. e.g. If the salting normally begins 3 hours after confirmation of the change in road conditions, it would now begin 1.5 hours after confirmation. This kind of improvement in maintenance activities would decrease the amount of the accidents 3% - 17% depending on the district and the winter (according to the research made in Finland, 1988)."

Benefit/Cost Analysis of RWIS

In a paper presented at a Transportation Research Board symposium for Snow Removal and Ice Control Technology⁵, a Finnish study of one highway district in Finland concluded:

"Because of quicker maintenance with the road weather system the benefits calculate by the equation on the Kymi district are as follows:

<i>Type of Cost</i>	<i>Amount Saved (\$/year)</i>
Accident	\$900,000
Time	\$60,000
Vehicle	\$20,000
 Total/Year/Kymi district	 \$980,000

Thus the cost-benefit ratio is about 1 to 5 in the Kymi road district which, with respect to the climate and the traffic, is a typical road district in Finland."

United States Research and Application

Even with the limited deployment of RWIS in the U.S. today, these systems have documented both improved safety and cost reductions for winter maintenance.

Safety:

- The Colorado Department of Transportation reviewed accident data on elevated I-70 in Denver for the period of 1983-1990. Although accident reporting procedures were changed in 1988, and not all accidents may have been included in the study, for the period after the installation of the ice-detection equipment, the actual number of accidents fell to half the predicted numbers. This indicates that some factor was reducing winter accidents. The maintenance forces in the Denver Metro area stated that no major multi-car accidents on elevated I-70 have occurred since the RWIS had been installed in 1987. Several had occurred during winter storms prior to 1987.⁶
- A State of Wisconsin report, "A Study of the Utilization and User Perception of the Wisconsin Winter Weather System During the Winter of 1988-89", states that one of the major benefits derived from using RWIS was public safety.⁷
- RWIS was awarded the California Department of Transportation 1992 Excellence in Transportation Facilities Category 8, "Safety", and the Federal Highway Administration's Excellence in Highway Design.

Detailed research has not been conducted on the direct benefit of RWIS in reducing accidents nor the indirect savings because of improved traffic flow and reductions in lost time during inclement weather. However, general research has been conducted regarding accident analysis relating to ice control operations and the economic impact of winter road maintenance on road users.

This research concludes:

- Winter road maintenance operations on two-lane highways reduce traffic accident costs by 88%, and the average accident severity by 10%. For multi-lane divided freeways, winter road maintenance operations reduce traffic accident costs by 85% and the average accident severity by 30%.⁸
- Winter road maintenance operations yield direct economic benefits to the users in excess of the direct economic costs:⁹
 - a. During the first four hours after salt spreading zero hour, the average road users' savings were \$6.50 on two lane highways and \$2.00 on freeways for each one dollar spent on winter road maintenance in direct costs;
 - b. The average direct winter road maintenance costs are offset by the average direct winter road maintenance benefits as soon as 71 vehicles on two lane highways and 280 vehicles on freeways have driven over a de-iced highway; and
 - c. The winter road maintenance service pays for itself within the first 25 minutes on two lane highways and 35 minutes on freeways of establishing bare pavement.

Research on the indirect benefits of implementing RWIS by reducing vehicle accidents is now being conducted by the private sector.

Cost Savings:

RWIS has also provided significant cost savings. These are documented below:

- The Indianapolis Department of Transportation in the paper entitled "Analysis of the Integrated Weather Monitoring System in Indianapolis, Indiana", documented a savings of \$486,375 in two winter seasons.¹⁰
- The State of Wisconsin documented savings of over 600 man hours of labor and 1,100 tons of salt during the winter of 1988-89.¹¹ In 1991, Wisconsin Department of Transportation reported that during a single storm it realized a \$75,000 savings in salt. During the season, use of RWIS resulted in savings of 37,000 tons of salt or \$1.125 million. About four hours per worker per storm, or \$2.160 million in labor costs were also saved.¹²
- The New Jersey Department of Transportation, in a paper titled "Evaluation of the Accuracy, Reliability Effectiveness, Expandability and Additional Potential Benefits of the SCAN 16 EF Moisture, Frost and Ice Early Warning System" states that one Region of the New Jersey Department of Transportation believes they save one chemical application per storm.¹³
- A Colorado Department of Transportation report states the reduction in use of 1,800 tons of salt/sand (\$18,000 material cost), \$16,000 in labor costs, and \$10,000 in vehicle operating expenses during one year in the Denver Metro area can possibly be attributed to the use of RWIS. This

one year savings represents approximately 10% of the cost of the installed RWIS.¹⁴

- In a letter to the Ohio Department of Transportation, the City of Columbus, Ohio, Public Service Department estimates saving \$12,000 during one winter storm in 1984.
- In a letter to a RWIS vendor, the City of St. Louis, Missouri, Department of Streets, estimates saving \$34,800 during one winter storm in 1983.

The Federal Highway Administration in 1988 initiated Test and Evaluation Project No. 11, "Ice Detection and Highway Weather Information Systems" to clearly document the usefulness of ice detection and highway weather information systems in maintaining highway safety during winter weather and reducing salt or winter chemicals and personnel needs for snow and ice control. The results of their findings are published in a Summary Report, Publication No. FHWA-SA-93-053, June 1993. A brief review of the findings are as follows:¹⁵

Colorado Department of Transportation (CDOT)

- The overall conclusion by CDOT was that both material usage and overtime costs appear to have been reduced by use of the RWIS.

District of Columbia Department of Public Works (DCDPW)

- The DCDPW concluded that the RWIS will be a valuable tool in its snow removal program. Although the users have yet to develop complete trust

in the system, reductions in personnel, equipment and material costs have still been realized.

Idaho Transportation Department (ITD)

- The ITD concluded that it has not used the system effectively. It was recognized that greater use needed to be made of the system's ability to predict pavement conditions in order to derive the greatest benefit of the system. Such usage is expected to increase with expanded geographical coverage (which was recommended by the evaluator), improvement in accuracy, and greater confidence in and acceptance of the system.

Kansas Department of Transportation (KDOT)

- Besides increased efficiency, the information provided has also enhanced safety via more timely treatment of potentially hazardous conditions. The results of using its system have been so favorable that KDOT is pursuing expansion to forty installations throughout the State.

Michigan Department of Transportation (MDOT)

- There was consensus among the users that the pavement sensors provided useful information which increased winter maintenance efficiency and that more RWIS stations should be installed.

National Park Service, National Capital Region (NPS)

- Based on an interview with the decision maker for the affected area, information provided by the system has resulted in more efficient use of personnel, equipment and materials. Knowledge of pavement temperature and conditions has enabled delayed mobilization as well as earlier release of maintenance crews, and has resulted in reduction in chemical usage.

New Jersey Department of Transportation (NJDOT)

- NJDOT concluded that use of the system resulted in improved forecasts for those areas covered. The system proved to be cost effective, accurate and reliable. It was shown that use of the information provided by the system allowed improved decision making resulting in reduced personnel/equipment hours and chemical usage. It was NJDOT's opinion that it would be in the best interest of the State and the general public to expand the system to provide statewide coverage.

Virginia Department of Transportation (VDOT)

- Although specific cost savings for each event were not documented, actual savings were reportedly realized through use of the system. The major savings appeared to be in reduced labor and hired equipment costs resulting from delayed mobilization and/or early dismissal of maintenance crews. More efficient use of these resources was made possible by more accurate forecasts as well as real time information on developing weather conditions provided by the system.

The FHWA Summary Report conclusions include:

- A. Proactive use of ice detection and highway information systems to aid in planning winter maintenance operations can:
 - 1. result in reductions in personnel, material and equipment needs,
 - 2. enable more timely treatment of icing conditions and reduce the potential for accidents by reducing the incidence of black and glaze ice pavement surface conditions,
 - 3. result in reductions in the amount of corrosive or environmentally harmful chemicals used for snow/ice control.
- B. Ice detection and highway weather information systems for improved highway operations and safety are considered to be proven technology.

The Minnesota Department of Transportation formed a task force to study the application of RWIS in the State of Minnesota. The task force concluded that RWIS has been shown to reduce the direct costs of labor, materials, and equipment as well as indirect costs of accidents, insurance premiums and lost work time. According to the Minnesota DOT report, RWIS implementation establishes a truly effective maintenance management system. In addition, RWIS information is useful to mitigate the impact of weather for not only snow and ice control but also other maintenance activities, and for operations and

construction activities. The task force report also concludes that RWIS technology should be installed statewide.¹⁶

Congress, through the National Research Council, funded research for improving the United States highway system. This research program is known as the Strategic Highway Research Program (SHRP). One area of research under SHRP was the study of RWIS under Contract H-207, Storm Monitoring and Communications. The findings of this research are published in SHRP Report SHRP-H-350, September 1993. This report provides information and methods for agencies to procure, deploy and utilize RWIS technology to obtain the maximum benefits possible.

SHRP's H-207 research of a benefit cost model for RWIS indicated that RWIS can provide a benefit to cost ratio of approximately 5:1 and a level of service improvement on the order of 20%. The research also indicates deployment of RWIS could reduce response errors (when someone should have taken action but did not) by up to 90%. The research also concluded: "On the basis of the cost analysis and the evaluation of the use of RWISs, all agencies that conduct snow and ice control maintenance should consider acquiring RWIS technologies."¹⁷

Since 1970, highway agencies have applied an average of approximately 10 million tons of road salt each winter.¹⁸ RWIS is an essential element in the implementation of an anti-icing approach to winter highway maintenance to reduce salt and deicing chemical usage. Anti-icing is the term associated with a winter maintenance procedure of applying a chemical freeze-point depressant on a highway pavement before, or very quickly after, the start of ice or snow to prevent the formation of a bond to the pavement. Initial information from SHRP research under Contract H-208, "Development of Anti-Icing Technology" states that "technological developments in weather forecasting and the

assessment of pavement surface conditions now offer the potential for successful implementation of anti-icing treatments." The information also states that "Limited experience has shown that anti-icing requires as little as 10 to 20 percent of the normal chemical application rate for deicing."¹⁹

Airports throughout the world and highway agencies in Europe have been using anti-icing techniques for a number of years. Transportation Research Board, Special Report #235, "Highway Deicing", states "Demands on highway agencies for fast and effective deicing, however, sometimes result in indiscriminate salting. However, new developments in winter maintenance including deicer application techniques (e.g., salt prewetting), plowing and spreading equipment, and weather and roadway monitoring (e.g., pavement sensors) are making these priorities less conflicting."²⁰

Anti-icing research is continuing by the FHWA under Project No. 28.

The future Intelligent Vehicle Highway System (IVHS) will improve the safety, efficiency and effectiveness of the nation's highways. An integral part of IVHS will be the ability to provide the motoring public with information on the real time effects of weather on highway and driving conditions. Even the most advanced IVHS highway systems will require weather information for the system and driver to utilize. RWIS will also provide vital information to the agencies responsible for maintaining the future automated highways in peak operating condition during inclement weather. Currently, RWIS are being utilized in three IVHS Operational Tests: the ADVANCE project in Chicago, the Idaho Storm Warning System, and the Travel-Aid project in Washington State. Providing weather and road information directly to the motoring public will further improve safety. Drivers will be able to obtain information about the weather and driving conditions they will encounter during a trip and be able to make more informed decisions and judgments

about if and when to travel. RWIS can provide highway agencies and motorists with information on winter time driving conditions as well as other weather effects such as high wind and reduced visibility.

In addition to winter maintenance management, agencies are now using RWIS information for highway summer maintenance, construction and reconstruction. By monitoring the pavement temperature of the highway, agencies can determine when overlays or coatings can be applied in the most effective and efficient manner. Pavement specific weather forecasts are used to schedule contractors for specific activities.

Use of RWIS is not limited to highway agencies. Because of the equipment and sensors which are installed and will be deployed along highways, general weather information through RWIS technology is available for other uses. RWIS locations are providing near-real-time weather data to several National Weather Service offices and other entities. Because of the RWIS locations, RWIS "fills in" between NWS reporting stations and provides weather forecasters with a clearer picture of weather conditions at specific sites.

Conclusions

The benefits of RWIS are many fold. RWIS is now providing a few areas of our country with:

- Life saving weather information to highway agencies responsible for maintaining safe driving conditions during periods of inclement weather.
- Reduced accidents and their associated indirect costs because highway agencies are able to respond more rapidly to changing weather conditions.

- The ability to reduce the reported \$1.5 billion spent annually in U.S. winter maintenance costs²¹ by providing important information to the decision process to enable more effective use of equipment and materials.
- The ability to reduce the environmental impact of chemical applications for snow and ice control by more timely applications and actual pavement data that determines if additional applications are needed.
- The ability to implement other new high tech procedures and processes to improve safety while reducing costs (anti-icing).
- Vital weather related information for future IVHS systems.
- Improved general weather monitoring and forecasting for the citizens of our nation.

The RWIS technology operating in areas of our country are providing the benefits discussed here today. As a result of the SHRP research program, an implementation guide is already available to assist and guide highway agencies in the process of deploying these systems. Currently, agencies which desire to install RWIS are required to randomly search for funding or make trade-offs in order to deploy the technology.

With the advent of the National Highway System ("NHS"), a dedicated program is proposed which will provide funding specifically for RWIS deployment on the NHS. Requested funding would be at a level of \$36 million over the remaining three years of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This would amount to a federal share of \$28.8 million with matching funds in the amount of \$7.2 million. To put this amount in relative perspective, the amount of \$36 million for further RWIS deployment is equivalent to constructing approximately four (4) miles of urban freeway. This funding would permit state and local government agencies to further deploy this technology and also provide almost immediate results to the motoring public. From the

research conducted in Europe and the U.S. which indicates a benefit cost ratio of 5:1, the proposed funding of \$36 million would yield benefits of \$180 million.

Research conducted in Europe shows RWIS can provide a 30% savings in the cost of snow and ice control. Based on the \$1.5 billion per year expenditure in the U.S., further deployment of RWIS could potentially save \$450 million per year in snow and ice control costs.

As the Committee can see from the above testimony, RWIS systems offer a unique opportunity to increase safety for the motoring public and to enhance the cost effective use of our American highway transportation resources.

Thank you for allowing me the opportunity to share the benefits of RWIS technology with you.

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TESTIMONY
of
THE HONORABLE JAY DICKEY
Fourth District - Arkansas
Before the
Surface Transportation Subcommittee
House Committee on Public Works and Transportation
Regarding
Legislation to Authorize the National Highway System

March 10, 1994

Mr. Chairman, members of the subcommittee, thank you for the opportunity to appear before you today to speak in support of important highway segments in Arkansas and southern Arkansas, as part of the National Highway System (NHS)

**Arkansas Contributions to the National
Highway System**

Mr. Chairman, and members of the committee, in January the members of the Arkansas House Congressional Delegation transmitted to the committee the State of Arkansas recommended highway designations for incorporation in the NHS authorization legislation. I support all of the state recommendations.

The State of Arkansas proposals would contribute about 2,663 miles of highway on the NHS, of which about 542 miles are existing Interstate highways. All or part of 19 federal and state highways would be included in Arkansas, including all of Interstate Highways 30, 40, 55; all of U.S. 71 through western Arkansas; all of U.S. 65 from northwest Arkansas to southeast Arkansas; U.S. 67 from Little Rock to northeast Arkansas; the Highway 412 corridor route across northern Arkansas counties previously designated as "high priority routes," and Highway 82 from Mississippi to Texas.

As the committee begins this significant venture to authorize and identify in legislation, America's system of national highways, the focus of the effort in Arkansas and all the other states is to

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improve, modernize, and upgrade mostly existing highways on this system. The overall concept for the NHS started with this subcommittee's visionary development of the Intermodal Surface Transportation and Efficiency Act (ISTEA) of 1991. The fundamental goal is to identify a national system of highways designed to link America's transportation infrastructure consisting of highways, railroads, airports, and waterways, into a comprehensive, interconnected National Transportation System to take us into the coming century. As Federal Highway Administrator Rodney Slater put it, "...the NHS will be the backbone of our National Transportation System in the 21st century -- the key to enhanced mobility, economic development and competitiveness in the global marketplace."

As I understand it, the plan submitted by the Secretary of Transportation, after input by all the states, would include the existing 45,376 mile Interstate Highway System in a total of 158,764 miles of highways, also including congressionally designated high-priority corridors, defense strategic highways, and other major four-lane and two-lane rural and urban highways identified and recommended by the states.

I would like to just briefly mention a couple of the most important projects to be identified as part of the NHS in the Fourth Congressional District in southern Arkansas -- the Highway 71 upgrading (also called "I-49"), and the proposed extension of I-69 from Indianapolis, Indiana to Houston, Texas.

Highway 71

The Highway 71 upgrading and expansion project, also termed Corridor 1 (I-49), will become a full four-lane divided highway through all of western Arkansas, including Texarkana in southwest Arkansas, connecting Shreveport, Louisiana, with Kansas City, Missouri. This is an ISTEA designated High-Priority Route. It is important that as much as possible (preferably all) of the proposed new sections of Highway 71 be built in Arkansas. Some of the work within this corridor has been completed, more is underway and other segments are to be completed in the future. I strongly support

continued funding for this previously authorized project, and I am pleased that it is included in the Administration's NHS proposal. My hope is, with the full funding of ISTEA in fiscal 1995, as proposed by the President, we can achieve completion in a timely manner.

I-69 Extended "Mid-Continent Highway" Corridor

Another crucial project that holds probably the best potential for helping to revitalize the economy of southern Arkansas, is the proposed extension of I-69, the so-called "Mid-Continent Highway." In fact, it has significant future importance to many other states and has become even more important with the enactment of the North American Free Trade Agreement (NAFTA). We need to see fully authorized and eventually completed, this proposed extension of the I-69 corridor as it is set forth in the ISTEA (as amended). It's a congressional High Priority Corridor Designation from Indianapolis, Indiana to Houston, Texas, through southern Arkansas. The corridor segment is specifically described in P.L. 102-388, Section 351, as being from Memphis, Tennessee to Shreveport-Bossier, Louisiana. I oppose any change in that description. I am pleased the Secretary of Transportation included this ISTEA corridor in the NHS proposal he has transmitted to the Congress.

The potential economic stimulation for southern Arkansas, as well as other poor, rural areas in other states, is crucial to our future involvement in the trade expansion with Canada and Mexico. The potential economic development along this NAFTA corridor cannot be overstated. It is crucial for the future economic development and job creation potential in rural southern Arkansas.

President Clinton has spoken of the "forgotten middle of America" and that it be an essential focus of any economic development, job creation program. The I-69 extended segment through southern Arkansas would stimulate economic development and job creation, and bring renewed hope and economic opportunity to our part of the state. The residents and businesses in southern Arkansas have been severely restricted in their ability to effectively compete with other parts of the country. We desperately

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need this link to a modern transportation system. The fact is, all of mid-America needs it, from the Canadian to the Mexican borders. Recalling the words of FHWA Administrator Slater which I mentioned earlier, I-69 extended will indeed be the conduit through middle America which would serve "... to enhanced mobility, economic development and competitiveness in the global marketplace."

The Arkansas Highway and Transportation Department is the lead agency in a just begun multi-state, 15-month feasibility study, funded by an \$800,000 ISTEA grant from the Department of Transportation. That study will assess the possible specific alignments of the proposed I-69 extension, within the generally described corridor. The other participating states are Mississippi, Louisiana, Tennessee, Texas, Kentucky and Indiana.

With NAFTA now in place, the I-69 segment proposal as endorsed by the Arkansas Highway Commission and the South Arkansas I-69 Association, would contribute as nothing has before to providing rural Arkansas commercial transportation access to the immense area of commerce between free-trade Canada on the North and free-trade Mexico on the South. Without this I-69 segment through southern Arkansas, the golden opportunity for my constituents to benefit from and participate in the emerging trade expansion, will be lost.

My hope is the committee can complete its work and move this legislation through the House of Representatives before the end of this Congress, to endorse these and the other recommended Arkansas highway contributions to the National Highway System.

Thanks again for your courtesy in providing time for me to appear today.

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**INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT
TECHNICAL CORRECTIONS BILL**

**FUNDING REQUEST
FOR THE
96TH STREET PROJECT
IN
HAMILTON COUNTY
STATE OF INDIANA**



**FUNDING REQUEST SUBMITTED BY:
BOARD OF COUNTY COMMISSIONERS
HAMILTON COUNTY, INDIANA**

✓ **Mr. Steven C. Dillinger
Mr. William R. Karns
Mr. Steven A. Holt**

January, 1994

INTRODUCTION & PROJECT BACKGROUND

The origin of the 96th Street Project dates back to 1980 when the Hamilton County Commissioners initiated the original environmental study for the project corridor.

In 1981, the commissioners began the design engineering for the corridor by initiating design of Phase I of the project. The necessary land was acquired for the project and construction of Phase I was completed and open to traffic in 1987.

In 1987, in the interest of seeing the project completed, the commissioners pursued the design engineering for Phases II and III of the project with 100 percent local funds.

In 1988, the commissioners continued to develop the corridor by beginning the design engineering on Phase IV, utilizing 25 percent local funds and 75 percent Federal-Aid Urban Funds.

In 1990, the right-of-way engineering for Phase IV was funded with 25 percent local and 75 percent Federal-Aid Urban Funds.

In May 1991, a public hearing was held to discuss the design of the project and to solicit public input and comment.

Currently, the engineering for the remaining Phases of this project is 70 percent complete. All environmental issues and mitigation measures have been reviewed and approved by the Federal Highway Administration. The necessary right-of-way instruments have been prepared to begin the process of securing the needed land to construct the project.

A COMMITMENT OF FUNDS remains as the only obstacle to the successful completion of this important project.

PROJECT SCOPE AND OBJECTIVES

SCOPE:

The 96th Street project has been designed to accommodate a 4-lane, divided cross-section throughout the length of the project with a new river crossing over the White River and an improved crossing over Carmel Creek. All design has been prepared to meet AASHTO Standards and all Federal Highway Administration requirements.

As proposed, this project is a complete project to be built in four phases. Phase I of the project, from State Road 431 (North Keystone Ave) to Lake Shore Drive, was completed and open to traffic in 1987.

Phase II of this project begins at Lake Shore Drive and proceeds east to River Road (1.3 miles). Included in this section is a bridge structure at Carmel Creek.

Phase III begins at River Road and proceeds east to, and includes the intersection of Allisonville Road (0.7 mile). There is no existing roadway within this section. This section will require a new bridge structure over White River.

Phase IV begins at the intersection of Allisonville Road and extends east to the ramps of the Interstate 69 interchange (1.9 miles). This phase also involves the reconstruction of the Masters Road and Hague Road intersections.

OBJECTIVES:

The main objective of this project is to reduce congestion on roadways in Southern Hamilton County and Northern Marion County. Roadways specifically affected would be 116th Street, Allisonville Road, East 82nd Street and I-465.

This proposed improvement would provide a connecting thoroughfare link on East 96th Street between Keystone Avenue, Allisonville Road and I-69. This connection does not presently exist due to the absence of a bridge structure over the White River.

The East 96th Street Project will provide for a major east-west thoroughfare which will reduce congestion in the area, thereby creating a safer and more efficient transportation network for those traveling to and from Hamilton County.

PROJECT COST

A combination of Federal Funds and Local Funds have been used to advance the project to this point. From 1980 to Present \$ 2,598,400 total dollars have been expended to complete the Environmental Study for the entire project, to perform the design engineering on Phases I, II, III, and IV, to appraise and secure the necessary land for Phase I, and to construct Phase I from Keystone Avenue to Lake Shore Drive. The \$ 2,598,400 figure is comprised of \$ 1,665,500 Federal Aid Urban Transportation Funds and \$ 932,900 in Local Funds.

The total cost necessary to complete Phases II, III, and IV of the 96th Street project is estimated to be \$ 25,481,000. These costs are necessary to complete the design engineering for the roadway and bridges, to appraise and to purchase the needed land, to relocate several existing utilities, and to construct the remaining portion of the project. It is Hamilton County's intent to use 80% Federal Funds and 20% Local Funds to fund the balance of this project.

The 96th Street Project is a thoroughfare on the City of Indianapolis' Thoroughfare Plan. The project is in the Indianapolis Urbanized Area and falls under the jurisdiction of the local metropolitan planning organization. The Indianapolis Urbanized Area receives approximately \$ 12,000,000 in Surface Transportation Program (STP) funds per fiscal year. The federal share needed to complete the 96th Street Project is estimated to be \$ 20,163,200. It is easy to see that the 96th Street project would necessitate nearly two full years of Indianapolis' STP funds. Based on these facts, Regional Transportation officials have made a policy decision not to commit nearly two years of funds on this project.

SOURCE OF FUNDS -

Realizing that a commitment of funds is essential to the future of this project, Hamilton County began to seek other sources of funding.

In May of 1993 Hamilton County with the assistance of Congressman Dan Burton sought another source of Federal Funds. The federal government through the Appropriations Subcommittee on Transportation of the U.S. House of Representatives created an opportunity to secure funds for projects that could be justified as an investment in the infrastructure of the United States. Criteria was established by the subcommittee and Hamilton County responded by preparing their request investment funds for the 96th Street Project. Applications were received from over the United States for these funds and Hamilton County was complimented on the thoroughness of their application. However, in the fall of 1993, the application and approval process became an issue with several key members of congress and no action was taken on the applications.

In November 1993, Hamilton County learned of a second opportunity to secure these infrastructure funds. A new set of criteria was established and referenced in a Technical Corrections Bill to the Intermodal Surface Transportation Efficiency Act. Learning of this, Hamilton County prepared a new funding request to secure these needed funds. To date no action has been taken on the latest round of requests.

ROBERT K. DORNAN
46TH DISTRICT, CALIFORNIA

PERMANENT SELECT
COMMITTEE ON INTELLIGENCE

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SUBCOMMITTEES
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Congress of the United States House of Representatives

EXECUTIVE COMMITTEE
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TASK FORCES
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INTERNATIONAL NARCOTICS CONTROL
STRATEGIC DEFENSE INITIATIVE
TERRORISM
CIVIL RIGHTS
AMERICANS MISSING IN ACTION

HISPANIC CAUCUS
HUMAN RIGHTS CAUCUS
EMPOWERMENT CAUCUS

Honorable Robert K. Dornan

Testimony Before House Public Works and Transportation Committee
Subcommittee on Surface Transportation

Honorable Nick Rahall, Chairman
March 10, 1994

Thank you, Mr. Chairman, for the opportunity to testify on behalf of projects that will greatly impact, not only the citizens of the 46th District, but also the rest of Southern California. In brief, I am asking the Committee to authorize: the Bristol Street Improvement Project in Santa Ana; the Orange County Transportation Authority's (OCTA) transitway system project; and the Transportation Corridor Agency (TCA) of Orange County's Eastern Transportation Corridor project. These three projects are high priorities for the citizens of my district and the local and state governments.

The Bristol Street Improvement Project will relieve congestion on some of the most travelled highways in the country. The City of Santa Ana, located in the heart of Orange County, is generally bound by four of Orange County's six major freeways: State highways 22 and 55, and Interstates 5 and 405.

Santa Ana is the county seat of government with Federal, State, County and City offices within the civic center area, employing more than 12,000 people. However, Santa Ana's central business and residential core has the highest population below the poverty level, the highest rate of unemployment, and the lowest median income levels in Orange County.

Santa Ana is pursuing federal support in order to widen Bristol Street, a major arterial within the County of Orange. The city is only seeking support for the Edinger to McFadden section of Bristol Street. The entire Bristol Street Improvement Project, including the section mentioned above, will impact a vital north/south transportation link connecting the 5/22/57 interchange in the north with Interstate 405 in the south. It is Santa Ana's highest priority capital improvement project over the next 15 years. The City has already contributed over \$20 million for the design and right-of-way acquisition of the Edinger/McFadden segment of the project.

Improvement of Bristol Street will have regional impacts because additional north/south capacity will be available, thereby alleviating congestion from the 5/22/57 interchange, commonly referred to as the "Orange Crush." More than 400,000 vehicles transverse the "Orange Crush" interchange on a daily basis, making it the nation's fifth busiest interchange. Motorists on the SR-22 freeway can exit at Bristol Street and continue south to downtown Santa Ana or the South Coast Metro area without using the Santa Ana freeway (I-5) for north/south access. And motorists travelling on 405 can use Bristol Street to bypass the 405/55 and the 5/55 interchanges.

This proposed improvement project, which is listed on the California Surface Transportation Improvement Plan, presents a unique opportunity to upgrade Bristol Street's viability as a major transportation corridor through Santa Ana. All environmental and other project requirements have been completed, and the City is aggressively moving forward with the widening project. Construction can begin immediately following the necessary appropriation.

For all of the above reasons, Mr. Chairman, I urge the subcommittee to support inclusion of the Bristol Street Improvement Project in the National Highway System authorizing legislation.

The Orange County Transitway System project has been further refined since the passage of ISTEA in 1991. My request includes:

- * A transitway connector to link high occupancy vehicle (HOV) lanes through the 405/55 interchange in Costa Mesa; and
- * An intermodal transit facility in Anaheim that will improve the use of public transportation throughout Southern California.

This project is at the heart of OCTA's countywide HOV and transitway system which is financially and politically supported by the citizens of Orange County.

The I-405 and Route 55 interchange is one of the 10 busiest interchanges in the nation, according to the Federal Highway Administration, carrying just under 500,000 cars per day. In the vicinity is John Wayne International Airport (fifth busiest in the nation), the South Coast Plaza Shopping Center (which is first in the nation for annual retail sales), the Irvine Business Complex (housing more than 2,500 companies with 114,000 employees), and the Orange County Performing Arts Center, the performance and exhibition space for the County's cultural organizations.

This project has already completed the federal Environmental Assessment and Alternatives Analysis requirements. It is highly rated on cost/benefit criteria by the Federal Transit Administration, and is recommended for funding in the annual

Section 3(j) report.

Importantly, the new transportation network will be a catalyst for increased express bus service and usage. At OCTA, they presently operate a fleet of more than 750 buses. They are in the process of redesigning their bus network and bus deployment to take full advantage of the transitway system. Tied into the transitway system are major expansions of the bus fleet, park and ride facilities, and intermodal stations.

The complement to the transitway project is the Anaheim Intermodal center. Anaheim is a city of 280,000, and the facility will serve I-5, the critical link connecting Mexico, the U.S. and Canada. In fact, I-5 is undergoing construction to increase its capacity to 10- and 12-lanes. The Anaheim Intermodal Center will serve bus, private shuttle, commuter rail and future urban rail operations. As a joint project, it will include a large multi-use facility with public park-and-ride spaces, catering to transit users, as well as a private-use parking area for the adjacent convention center and businesses.

The OCTA's HOV and transitway project received \$15.5 million in federal funding for FY94. This is my first opportunity to present this project to the subcommittee and ask for project authorization. The federal cost component would be 11% of the total cost.

The Orange County transitway and Intermodal Transportation center will provide a cost effective and efficient transportation solution to relieve congestion and the severe transportation problems in Southern California. I ask for the subcommittee's support of this project.

The Eastern Transportation Corridor (ETC) is also an important project in Orange County that, with the committee's support, could become a national model for constructing new toll roads for other highly congested areas of the country. This project has been developed by the Transportation Corridor Agency (TCA), a public agency governed by elected county supervisors, city council members and mayors. The ETC is one of three current toll road projects being sponsored by the TCA.

The ETC is not a new project, having been designated by Congress in 1987 as a demonstration toll corridor. In fact, \$50 million in locally raised funds have been spent for preliminary design, meeting environmental requirements, legal fees, and right of way purchase agreements. Furthermore, a comprehensive financing package is nearing completion.

As you know, the ETC should have enormous regional impact. It will carry 52,000 cars on opening day and up to 116,000 cars in 15 years. Obviously, this would be of much benefit for the citizens of Orange County who have no current options to avoid long delays on our major roadways.

The regional importance of ETC has been recognized by the Southern California Association of Governments and the Air

Quality Management District. In fact, these groups have included ETC in regional transportation plans for Southern California.

Specifically, TCA is seeking NHS designation, construction funding, and a loan authorization relating to toll revenues in accordance with PL 102-388, Sec. 339. With federal support, the ETC will connect residential areas in Riverside County with job centers in south and central Orange County. This public toll road will create 1,500 to 2,000 direct construction jobs in economically struggling California; indeed, a very positive aspect to this critical project. I urge the subcommittee to include ETC in the NHS bill.

In conclusion, I would ask the committee to give serious consideration to the Bristol Street Improvement Project, the OCTA HOV/Intermodal transportation center, and the ETC. I believe all of these projects will work together to ease the strains on California's transportation routes. Again, thank you, Mr. Chairman, for your past leadership on transportation issues and for my opportunity to speak on behalf of the citizens of the 46th Congressional District. I would be pleased to entertain any questions.

TESTIMONY BY
CONGRESSMAN BOB FILNER
Before the
UNITED STATES HOUSE OF REPRESENTATIVES
SURFACE TRANSPORTATION SUBCOMMITTEE
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
March 10, 1994

Thank you, Mr. Chairman, for this opportunity to provide testimony on projects critical to the economic development of southern California.

San Diego is proud to be an integral part of the international border economy. We benefit greatly from the movement of goods and people across the border. But those benefits go far beyond our boundaries. Recent studies have shown that only 16% of the goods crossing the border have origins or destinations in our immediate area.

Otay Mesa is the site of a major port of entry which currently handles passenger and pedestrian traffic. More importantly, all commercial traffic from Mexico comes across this port of entry. The Otay Mesa border crossing facility is being expanded under the supervision of the General Services Administration. When the new facilities are completed this coming summer, all commercial traffic between San Diego and Tijuana--the two largest cities on the U.S./Mexico border--will use this crossing facility.

Currently, thousands of commercial vehicles use the Otay Mesa port of entry. By this summer, that number will double. And, if the Administration's projections about increased trade as a result of the approval of the North American Free Trade Agreement (NAFTA) are correct, we can expect a 172% increase in trade and in the number of commercial vehicles using this border crossing.

The Otay Mesa border crossing facility can handle this increase in business--but there are no roads to take this traffic inland. The one road that leads from the interstate highways to this border crossing cannot accommodate the increase in traffic. The only link between the interstate highway system and the Otay Mesa port of entry is a four-lane city street. A street which is already over capacity and which has been the location of a number of fatal vehicular accidents due to its congestion.

Mr. Chairman, the Federal Government made the decision to process all international commercial traffic at the Otay Mesa border crossing. The Federal Government also made the decision to approve the NAFTA--which may double the volume of cross-border traffic. We are asking that the Federal Government help San Diego accommodate increasing international trade by approving a three-year project to build SR 905, which would link the Otay Mesa border crossing with the interstate highway system, and to make the necessary street improvements to manage this commercial traffic that is so vital to our economic growth. San Diego County's infrastructure needs are many. It is important to note that this highway project is the number one priority of the City of San Diego, the County of San Diego, and the regional council of governments.

I have represented Otay Mesa for many years, first as a City Councilman and now as the representative for the 50th Congressional District.

Otay Mesa is a master planned community of approximately 10,000 acres located along the border. Its strategic location on the border and abundance of industrially zoned land make it one of the most promising locations in the nation for job creation and economic development.

While on the San Diego City Council, I participated in the development of land use and infrastructure plans for the area. Those plans are supportive of our national priorities to increase international trade and stimulate economic development. In partnership with the private sector and State officials, we designed and financed a backbone infrastructure system including local streets and roads. We worked closely with the California Department of Transportation and regional planning agencies to design a system of regional highways and roads that would facilitate the orderly movement of goods and people from the border to destinations throughout the country. The State implemented creative solutions such as the granting of a franchise for a toll road along SR 125, the planned north-south arterial leading to the Otay Mesa crossing. In sum, it has been a model development for environmentally-sound urban planning.

But, at this point, more is needed--much of it from the Federal Government. The level of Federal involvement on the Mesa has lagged behind that of local and state agencies, and that is one of the reasons I ran for Congress. We in the Federal Government have not met our responsibilities to coordinate facilities planning with local officials and we have not funded our proportional share of desperately needed roads and highways. Traffic to and from the port of entry pass over city streets. They are well above capacity, and were not designed for this type of use. The existing overcrowded and hazardous conditions on Otay Mesa Road, the only access between the interstate highway system and the port, are unacceptable and require immediate

attention. Accidents have taken their toll in human lives and have at times closed the port and business, for hours on end. And when the current international border crossing for southbound commercial traffic closes this coming summer, conditions will become much worse--and reach crisis level.

In addition to Otay Mesa Road, other improvements must be immediately funded by local jurisdictions to assure that traffic to and from the expanded port does not overwhelm local residents and businesses. And currently planned but unfunded highway projects must be constructed in order for the Mesa to meet the demands of increased trade between the United States and Mexico.

In December, I convened the Otay Mesa Transportation Summit, a meeting of elected officials representing the Otay Mesa area. We received briefings from Federal, State and local officials as well as from the public at large. More than 125 people attended, an indication of the level of local interest and concern. The funding proposal which I have submitted reflects the consensus of the officials and citizens with whom I met. The proposal is the result of many years of cooperative work among local and State agencies and the business community of Otay Mesa.

The Otay Mesa Chamber of Commerce from whom you will hear shortly, has played a key role in that process. Citizens for Border Transportation, a committee of the Chamber, has served as the focal point for interagency coordination and cooperation. I am proud of their efforts and honored to present this proposal to you.

I have asked representatives of the Otay Mesa Chamber of Commerce and Citizens for Border Transportation to speak today. Steve Porter is President of the Chamber of Commerce and CEO of Porter International, San Diego's largest customs broker and international freight forwarder. Steve's father, David Porter, founded the company in 1969. They operate major facilities on Otay Mesa. Dave Nielsen is a member of the Otay Mesa Chamber of Commerce Board of Directors as well as Citizens for Border Transportation. He is a partner in McKinley Nielsen Associates, Inc., a land use consulting firm with many years of experience on Otay Mesa.

Statement of the Hon. Bob Franks
Before the House Surface Transportation Subcommittee
In Support of the West Trenton Line
March 10, 1994

Mr. Chairman, as a member of this subcommittee, I want to bring to my colleagues' attention my strong support for restoring the West Trenton Line, located in west-central New Jersey, and my support for its inclusion in the upcoming National Highway System legislation. I thank Chairman Rahall and Ranking Minority Member Petri for their consideration of my views on this important transit project. I also welcome two of my constituents who have taken time out of their busy schedules to testify before this subcommittee on the merits of the West Trenton Line: Mayor Ken Scherer of Hillsborough, New Jersey, and Barbara Roos, president of the Somerset County Chamber of Commerce.

I believe restoring the West Trenton Line (Line) makes sense for a number of reasons. First, it would provide cost effective congestion relief to Routes 31, 27, 1, 206, 22, and for trips to Newark and New York City. The present highway system has no excess capacity, and building new roads or expanding existing ones is a costly and potentially difficult proposition. Major highway improvements in this corridor have proven infeasible and have been removed from the State Transportation Plan. Bus transit has been tried and found inappropriate because of highway congestion. Additionally, the Line would help the state meet its Clean Air Act mandates, and improve the current 1.08 Average Vehicle Occupancy for this area -- which is the lowest in the state. Obviously, developing transit in this area makes sense.

Incredibly, despite having a very large commuter population, there is no scheduled public transit service to Philadelphia, Trenton, Newark or New York from this area. This was not always the case, however. The West Trenton Line started in the nineteenth century and continued under various owners until 1982. Unfortunately, service was forced to terminate in 1982 because of declining ridership due to old equipment, poor on-time performance and infrequent service. The Line is now operated by Conrail as a freight line.

Much has changed since the Line stopped carrying passengers twelve years ago. For example, the area has grown substantially since 1982, with sharp increases of traffic congestion on both state and local roads. The Township of Hillsborough alone has experienced a 51 percent increase in population from 1980-90. According to NJ TRANSIT, the government entity which would operate this line, a total of 104,000 people now reside in the West Trenton corridor.

The Line would provide transit service to southern and central Somerset County as well as the northern and western portions of Mercer County, and would carry up to 1,750 commuters by 2015. The extent of service would be from West Trenton to Bound Brook, with stops at Hopewell and Belle Mead. The train would then join the Raritan Valley Line and terminate at Newark. Passengers travelling south could board SEPTA trains to Philadelphia or other points in Pennsylvania. In fact, there are plans to have future coordination with the Pennsylvania Department of Transportation to eventually extend the Line into Bucks County.

I am seeking \$16 million in contract authority for this project. The \$16 million would be used for capital costs for construction of shelters and low-level platforms, construction of park-and-ride lots, improvements to access roads, and minor upgrades to the railroad tracks.

This project enjoys the support of many groups, including: the Union County Transportation Advisory Board, the Lower Bucks County Chamber of Commerce, the Somerset County Planning Board, the Greater Princeton Transportation Management Association, the Mercer County Chamber of Commerce, the Somerset County Chamber of Commerce, the Somerset County Environmental Stewardship Council, RideWise of Raritan Valley, the West Trenton Coalition, the Middlesex County Planning Board, and the support of my good friend and fellow New Jersey colleague, Dick Zimmer, whose congressional district the Line runs through.

In conclusion, I support this project because of its positive benefits regarding economic cost effectiveness, energy efficiency, congestion mitigation, and safety. I look forward to working with my colleagues for the inclusion of this project in the NHS bill.

TESTIMONY

MICHAEL W. FREIMUTH
DIRECTOR, OFFICE OF PLANNING AND ECONOMIC DEVELOPMENT
CITY OF BRIDGEPORT, CONNECTICUT

Before the U.S. House of Representatives
Committee on Public Works and Transportation
Subcommittee on Surface Transportation

Mr. Chairman, Members of the Subcommittee, my name is Michael Freimuth, Director of the Office of Planning and Economic Development for the City of Bridgeport, Connecticut.

My testimony today is technical and is presented as back up to the testimony of Mayor Ganim.

I have included as an addendum to these remarks, the executive summary of the Seaview Avenue Corridor Study.

The Seaview Avenue project is a fifteen year project with a total development budget of \$106 million. To date, \$3.5 million has been committed to rebuild the south leg of the road by the regional metropolitan planning agency and \$8 million has been reserved for the Interstate interchange by the State.

The single largest cost item is the rebuilding of the railroad viaduct obstructing the road and isolating businesses from the highway and port system. We can not however approach the design and funding for the viaduct until the preliminary work for which we are now requesting funding is in place and completed.

Basic project design of the most critical phase of the road is expected to cost approximately \$4 million and the Environmental Impact Statement (EIS) will cost an estimated \$2 million.

Once completed, the viaduct project can seek funding for design and construction.

The second portion of the request presently before the subcommittee is to secure funds to begin property acquisition, utility relocation and minor business and housing relocation. This request totals \$22 million.

The request before you totals \$28 million, can start immediately and be completed within three years. Complementing this effort will be the work of the MPO and the State on the two portions of the road already funded.

Developing urban land, especially industrial and waterfront properties is extremely expensive today due to the significant environmental costs associated with cleaning the land. Nearly 200 million of the total project costs is dedicated to cleaning dirty properties.

Bridgeport is an old industrial city with numerous sites where manufacturing processes of the past have left behind environmentally sensitive areas that are not economically feasible to clean without the potential for a return on investment. As a result, many viable sites remain dormant. Add to this a lack of modern infrastructure and you have the formula for distress. Completing this road project not only removes the obvious development barriers but also acts in a way to re-value urban land to developers and businesses.

Other elements of the project consist of new public park along the waterfront expected to cost \$3.5 million and a new interchange at U.S. Route 1 costing approximately \$10 million.

The project's payback to the public is significant. By the completion of the project's build out in year 15, the city will be earning an estimated \$10 million annually in property taxes. The property that can be re-utilized can house up to 8000 jobs. Several major corporations along the roadway are contemplating leaving the city. Our analysis identified nearly 2000 Bridgeport jobs at risk.

The project is part of the region's Transportation Improvement Program (TIP), the city's Overall Economic Development Plan and has been accepted by the Regional Economic Development Commission.

Energy efficiency, congestion mitigation and safety effects will all be enhanced by the simple efficiency of movement that this roadway project will bring to the city.

I am prepared to answer any specific questions the committee may have. Thank you.



OFFICE OF THE MAYOR
CITY OF BRIDGEPORT, CONNECTICUT
45 LYON TERRACE
BRIDGEPORT, CONNECTICUT 06604

TESTIMONY

Honorable Joseph P. Ganim

Before the U.S. House of Representatives
Committee on Public Works and Transportation
Subcommittee on Surface Transportation

March 10, 1994

Mr. Chairman, Members of the Subcommittee, my name is Joseph P. Ganim, Mayor of the City of Bridgeport, Connecticut.

Two short years ago we set out to rebuild one of the poorest cities in America. Under a previous Mayor, Bridgeport had just made international headlines by filing for bankruptcy and announcing to the world its problems and its desperate condition. We began our work by withdrawing the bankruptcy filing; eliminating an \$18.5 million budget deficit and balancing our budget. With our fiscal house in order, we could now begin our plans to rebuild this once proud city.

Bridgeport, as its name suggests, is a port city blessed with a deep water international harbor located at the intersection of two major interstate highway systems, both passenger and freight rail systems and an airport. All form the foundation of an inter-modal transportation system ready to serve industry and commerce. Unfortunately, once you depart from these systems, you are forced to deal with severely deteriorated urban arterials that wind

through distressed neighborhood bottlenecking at both railroad tressssels and closed (due to their severely deteriorated state) drawbridges.

Old industrial buildings which lack not only the modern type of space that new commerce seeks but also come up short in meeting some of the most basic attributes sought by business: safe and secure roadways; parking areas; and good trucking access cover the landscape.

One area in particular, in the city's East End community, offers not only the most obvious examples of these problems, but also the most compelling opportunity to solve urban transportation problems while undertaking a bold and imaginative public works project which will yield enhanced commerce. Such a project will (1) provide access to new land within the city for industrial development to serve the city's residential communities and (2) rejuvenate four million square feet of existing industrial space.

In the East End of Bridgeport is Seaview Avenue, a urban arterial that runs along the port, passes under Interstate 95, borders an old industrial neighborhood, passes by the Conrail freight yards, enter the city's foreign trade zone and deadends shy of 435 acres of undeveloped industrial land. There are four million square feet of empty industrial space along this

deteriorated route. Much of this space has a potential for reuse. Presently, the enterprises remaining along the route provide employment for 2,000 workers. But these 2,000 jobs are at risk because of the problems of the road.

In 1990, East End businesses utilizing (a word used with great caution) Seaview Avenue began discussing the problems they all shared in common. They have all experienced considerable difficulty attracting customers, employees, clients, and tenants because of the road's conditions and the movement of goods is severely hampered. In 1991, Bridgeport's City Council appropriated precious capital funds to undertake a preliminary cost-benefit analysis of the Seaview Avenue Improvement project. In 1992, the study was commissioned.

A task force was created, made up of East End businesses, residents, property owners, non-profit organizations, and city officials. Public hearings were held, working forums for East End citizens were conducted, and discussions were held with state transportation officials. In January 1993, the report was completed.

The study's conclusions were:

- * poor accessibility was preventing revitalization of the East End;

- * an improved roadway would stimulate the reuse of over four million square feet of industrial space presently idle;
- * the development of the wooded industrial land would not only serve the city but the region (88 acres are in an adjoining municipality);
- * the project was deemed necessary to retain 2,000 jobs at risk and could provide the access to an area that would create a home for 8,000 new permanent jobs; and revenues to the city would reach \$10 million annually by the completion of the project's build out.

Our objective with the Seaview project is to:

- * structurally rebuild a severely deteriorated roadway;
- * target new private and public investment along the city's east end industrial spine;
- * correct severe transportation blockages (restrictive rail viaduct, confusing and dangerous interstate interchange, flooding);
- * link the Foreign Trade Zone with the port;
- * recapture for the East End, the waterfront along the Yellow Mill Channel;
- * provide access to I-95 for emergency vehicles to the city's largest hospital; and
- * open the city's largest industrial zoned area to

development, allowing Bridgeport to compete with suburban industrial parks and to offer a private development alternative to Bridgeport firms leaving the city or expanding outside of it.

Since we completed the study one year ago, we have secured the support of the communities making up the Greater Bridgeport Region. The Metropolitan Planning Organization (MPO) has also endorsed the project and has committed funding to widen the first leg of the project fronting the port. The Connecticut Department of Transportation has committed to rebuilding the Interstate interchange that presently is both dangerous and confusing and not directly linked to Seaview. And most recently, the citizens meeting to strategically plan the city's future as we pursue a federal Empowerment Zone designation, voted to include the Seaview Avenue project as part of the overall effort to rebuild Bridgeport.

We now must undertake the most important element of the project: the EIS, specific engineering and design of the rail viaduct and the road from I-95 to Boston Avenue (U.S. 1) and to begin the environmental clean up necessary to recapture public waterfront.

As we complete this road project we will, in addition to solving the problems delineated here, take the steps necessary to

improve the net value and worth of existing infrastructure paid for by the public, such as sewers, utilities, and other road networks in the East End of Bridgeport.

We are ready to go and seek your assistance. Bridgeport is thinking long term and is determined to become The "Comeback City."

Thank you.

Testimony by Charles Glander
Chairman of the Board of Trustees
of the
Central Ohio Transit Authority before the
Surface Transportation Subcommittee of
the House Public Works Committee
March 10, 1994

Thank you, Mr. Chairman, for this opportunity to add to the testimony of Congresswoman Pryce in support of the request by the Central Ohio Transit Authority (COTA) for an authorization for the Columbus light rail project.

The Columbus light rail project is now in the alternatives analysis stage of development. It will be ready for engineering, design and right-of-way acquisition next year. I appreciate the subcommittee's willingness to consider adding this project in the forthcoming amendment to ISTEA rather than waiting until the Act is re-authorized in 1997.

The COTA Board believes the project is being carefully developed. The planning work is a joint effort of COTA and the Mid-Ohio Regional Planning Commission. We have confidence in the planning work which has already been accomplished with assistance from two nationally respected consulting firms, BRW and Parsons-Brinkerhoff-Quade and Douglas. We believe that a comprehensive range of alternatives has been evaluated in the systems planning phase and that credible ridership and cost estimates have been made which provide a basis for the Board's decision to proceed with the development of the project and for the testimony today.

One of several alternatives considered in the corridor included a High Occupancy Vehicle (HOV) lane along Interstate 71. This option was not selected because of the high cost and severe right-of-way impacts associated with the required freeway widening. A reversible HOV lane using a travel lane in the off-peak direction was not feasible because of traffic congestion levels.

The Board believes that a light rail line constructed at-grade in the existing railroad right-of-way is the most cost effective alternative. A cost-effectiveness index has been calculated for the project according to the method specified by the Federal Transit Administration. The index for the light rail project is about eight dollars, a respectable number compared with other light rail projects being advanced from elsewhere in the nation.

One of the components of the project is a connection to the Ohio State University campus. I believe that the Columbus campus of the University is the largest in the nation. The University employs 32,000 persons and 53,000 students attend classes on the campus, most of whom commute. Adjacent to the campus is the Ohio State Fairgrounds which attracts five million visitors annually to a variety of functions. Parking space on the campus is becoming increasingly scarce, creating the need for park-and-ride facilities. In addition, the project will provide an important link between the University area and its medical complex and downtown Columbus.

The request for a project authorization is unanimously supported by the COTA Board of Trustees to pave the way for appropriations requests in FY 1996 and 1997 for engineering, design and right-of-way acquisition.

Testimony by Mohamed Ismail before the Subcommittee on Surface Transportation, U.S. House of Representatives

March 10, 1994

My name is Mohamed Ismail, and I am the Director of Transportation for the Mid-Ohio Regional Planning Commission, the designated metropolitan planning organization (or MPO) for the central Ohio area. I would like to begin my statement by thanking Congresswoman Deborah Pryce, the chairman and members of the subcommittee for providing this opportunity for me to testify on a major public/private venture and to urge the subcommittee to include a unique project in the ISTEA Technical Corrections Bill.

The declared policy of the nation's transportation system is given in the preamble to ISTEA. The policy clearly states that a national intermodal transportation system be developed-----"to compete in the global economy and will move people and goods in an energy-efficient manner." The policy further declares that such a system shall consist of all forms of transportation-----"promoting economic development and supporting the nation's preeminent position in international commerce."

Columbus, Ohio is a city strategically located for national and international commerce. Within a 500-mile radius - one day's truck travel distance - 50 percent of the United States' population can be reached and about 60 percent of the manufacturers can also be served within the same distance. Its assets include a well-developed freeway system and served by two major airports. In addition, there are three intermodal rail/truck yards owned and operated by the private sector, a national trucking network with more than 130 truck lines and 150 major distribution centers in excess of 50,000 square feet.

The U.S. Customs has declared 1,642 acres for foreign trade zone (#138) centered on the Rickenbacker Airport. The United Nations has designated the city of Columbus as an infoport - the only one in the North American continent out of a total of 16 in the world. This infoport is intended to share information on trade by small and middle-sized businesses to improve the trade efficiency by utilizing electronic data interchange.

Planning is also under way in the city of Columbus by public and private groups to host the World Symposium on Trade Efficiency. This is scheduled for October 17 - 21, 1994. It is expected to draw more than 2,000 people from 150 countries. The United Nations Secretary General and the U.S. Secretary of Commerce are expected to attend this session. The four-part symposium will have a U.N. conference, an exhibit or trade show, a summit of the business leaders and a conference of United States mayors.

The strategic position of Columbus, together with its assets and the potential to become a major freight collection and distribution center, led to the creation of an Inland Port Commission. Created cooperatively by the city of Columbus, Franklin County, the Greater Columbus Chamber of Commerce and the state of Ohio, this commission is charged with the responsibility to market Columbus's assets, develop sisterport relationships with coastal ports and bring the private freight transportation demand generators closer to the public sector to meet its demand.

Decades of research and planning by public entities such as metropolitan planning organizations and the states for the movement of people using state-of-the-art technology have led the private sector, which is in the business of manufacturing and transporting merchandise, to simply piggyback on the infrastructure improvements resulting from the states' and the metropolitan planning organizations' processes. There is no organized or mandated planning program for building infrastructure needs for freight transportation. This private sector, which runs intermodal yards, builds truck terminals and warehouse facilities, continues to move freight, but, has little or no input into the traditional transportation planning processes.

The 40-member Inland Port Commission drawn from the shippers, carriers and third parties, included MORPC, the designated MPO, as part of the public sector. Using the flexible funding under ISTEA and a transfer of Surface Transportation Program funds, MORPC took the lead to satisfy one of the main objectives of the Inland Port Commission. An infrastructure improvement study was initiated to look at the transportation infrastructure assets, determine their current condition, identify the future freight load based on general economic growth and international trade agreements, and propose improvements to move freight economically, efficiently and reliably. A consulting team with expertise in transportation planning, transportation logistics and engineering worked under the guidance of a public/private advisory group. Private sector participation was achieved through three councils formed under the auspices of the Inland Port Commission. The Trade Council, the Transportation Council and the Shippers Council were very active, working with the consultants in identifying the problems associated with freight transportation.

The study has concluded that a significant increase in freight traffic will occur by the year 2010. The number of shipping containers will more than double, from 170,000 to 390,000 annually, air cargo will increase six times, from 66,000 tons to 404,000 tons per day, the volume of truck traffic will increase from 15,000 to 22,000 daily, and warehousing/distribution space needs will grow from 80 million square feet to 134 million square feet. (See Attachment I, "An Overview of the Inland Port Infrastructure Improvement Study.")

Preliminary infrastructure improvement needs defined by this study indicate highway improvement needs totalling more than \$200 million. The revenues to support these needs are short by \$40 million. Among the major recommendations is the expansion of Alum Creek Drive, a 4.25-mile stretch of two-lane roadway extremely congested with commercial truck traffic. This stretch of roadway is the main gateway to the Columbus freeway system from the adjacent truck terminals, warehouse facilities, an intermodal yard and Rickenbacker Airport. (See Attachment II, "Alum Creek Drive.") Preliminary engineering for a part of the project is in progress, and

construction has been delayed until funds become available. Alum Creek Drive has been identified as a top priority freight transportation facility, needing \$25.0 million in federal transportation revenue. Shortage of these funds prohibits us to move forward with this project.

International trade agreements relaxing trade barriers will make foreign products more affordable. Product flow in and out will increase the need for a more efficient transportation network which is more reliable, cost-efficient and fast. The cost of freight transportation is relatively low in Columbus compared to many major distribution centers such as Atlanta, New York and Chicago. It is highly desirable that through improved and efficient infrastructure this cost be kept low to make the proposed distribution center in Columbus an attractive and competitive place to do business. The inland port project envisioned for Columbus is expected to create 25,000 permanent new jobs and bring \$900 million in corporate revenues.

A \$100 million investment is contemplated in transportation, warehousing and related facilities during the next decade by the private sector for expansion of rail/truck terminals, warehouse facilities and other related improvements. The public sector has also made commitments to make nontransportation infrastructure improvements, such as water services and improvement of drainage facilities to complement the improvements proposed by the private sector.

The Alum Creek widening project is fully endorsed and supported by the members of the Planning Commission and the private sector. I urge your favorable consideration of this project. Thank you for this opportunity.

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TESTIMONY

BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION
National Highway System

March 10, 1994

I-70 Interchange at Six Points Road
Indianapolis International Airport
Indianapolis, Indiana

THE HONORABLE STEPHEN GOLDSMITH

Mayor

City of Indianapolis

City of Indianapolis
Office of the Mayor
2501 City-County Building
Indianapolis, Indiana 46204

(317) 327-3600

MR. CHAIRMAN, I APPRECIATE THE OPPORTUNITY TO APPEAR TODAY TO TALK ABOUT A PROJECT OF GREAT IMPORTANCE TO THE ECONOMIC HEALTH OF CENTRAL INDIANA. I AM TESTIFYING TODAY, BOTH IN MY CAPACITY AS MAYOR OF INDIANAPOLIS, AND ON BEHALF OF THE INDIANAPOLIS AIRPORT AUTHORITY.

WHILE THERE HAS BEEN MUCH DISCUSSION IN THE NEWS RECENTLY ABOUT THE DEVELOPMENT OF AN INFORMATION SUPERHIGHWAY, OUR COUNTRY'S ECONOMIC HEALTH IS STILL CLOSELY RELATED TO THE CONDITION OF OUR INFRASTRUCTURE. IN INDIANAPOLIS, WE OWE OUR RECENT SUCCESS IN ATTRACTING NEW JOBS AND BUSINESSES, NOT JUST BECAUSE OF OUR GEOGRAPHIC LOCATION AS A CROSSROADS IN THE HEART OF THE UNITED STATES, BUT BECAUSE OF THE QUALITY AND ACCESSIBILITY OF OUR TRANSPORTATION NETWORK.

INDIANAPOLIS IS A TRANSPORTATION HUB, SERVED BY FOUR MAJOR INTERSTATE HIGHWAYS. NOT ONLY IS IT A NATIONAL HEADQUARTERS FOR SEVERAL MAJOR INTERSTATE TRUCKING LINES, IT ALSO IS THE OPERATIONS CENTER FOR OVER ONE HUNDRED SMALLER CARRIERS. THE CITY IS A MAJOR FREIGHT RAILROAD SWITCHING CENTER, AND OUR AIRPORT HAS BECOME AN AIR CARGO HUB FOR BOTH FEDERAL EXPRESS AND THE U.S. POSTAL SERVICE. THE ECONOMY OF INDIANAPOLIS IS TIGHTLY LINKED TO INTERMODAL TRANSPORTATION. IT IS CRITICAL TO OUR FUTURE ECONOMIC GROWTH THAT THESE LINKS BE MAINTAINED AND EXPANDED TO MEET INCREASES IN USE.

IN MY VIEW, THE MOST URGENT PROJECT TO SUPPORT CENTRAL INDIANA'S TRANSPORTATION NETWORK IS CONSTRUCTION OF AN INTERCHANGE ON INTERSTATE 70 AT SIX POINTS ROAD, NEAR INDIANAPOLIS INTERNATIONAL AIRPORT.

BETWEEN 1982 AND 1989, THE NUMBER OF PASSENGERS USING INDIANAPOLIS INTERNATIONAL AIRPORT INCREASED BY 100%. THIS FIGURE IS EXPECTED TO DOUBLE WITHIN THE NEXT TEN YEARS.

AIR CARGO OPERATIONS ARE ALSO INCREASING DUE TO THE HUB FACILITIES OF THE U.S. POSTAL SERVICE AND FEDERAL EXPRESS, WHICH CURRENTLY EMPLOY 2,800 EMPLOYEES, COMBINED. IT IS PROJECTED THAT THE INDIANAPOLIS MAIL/CARGO HUBS WILL BECOME EVEN LARGER, SURPASSING ANY OTHER HUB IN THE U.S. AND TOGETHER, THEY EVENTUALLY WILL EMPLOY MORE THAN 9,100 PEOPLE.

IN ADDITION, THE FIRST OF SIX HANGARS AT THE UNITED AIRLINES INTERNATIONAL MAINTENANCE CENTER (IMC) WAS DEDICATED ON MARCH 2ND, 1994 AND THE ENTIRE FACILITY WILL BECOME FULLY OPERATIONAL BY THE YEAR 2003. TOTAL EMPLOYMENT IS EXPECTED TO BE 6,300. WITHIN THE LAST YEAR, THE PROCESS OF DEVELOPING 750 ACRES NORTH OF THE AIRPORT BEGAN, AND DEVELOPMENT OF 1,275 ACRES SOUTH OF THE AIRPORT IS BEING PROPOSED. AUTOMOBILE TRAFFIC IS EXPECTED TO DOUBLE BY THE YEAR 2010 AS A RESULT OF THESE AND OTHER DEVELOPMENTS IN THE AREA.

THE AIRPORT AND ITS RELATED BUSINESSES HAVE BECOME A MAJOR

CONTRIBUTOR TO THE LOCAL ECONOMY IN CENTRAL INDIANA. ACCORDING TO A STUDY COMPLETED IN MARCH OF 1993, INDIANAPOLIS INTERNATIONAL AIRPORT CONTRIBUTED MORE THAN \$1.45 BILLION IN ECONOMIC BENEFITS TO THE COMMUNITY IN 1992. THIS STUDY FORECASTS THAT THEY WILL CONTRIBUTE OVER \$9.28 BILLION FROM 1993 TO 1997, AN AVERAGE OF OVER \$1.86 BILLION ANNUALLY.

THE PROPOSED INTERCHANGE IS CRITICAL TO ACCOMMODATING THE FUTURE GROWTH OF THE AIRPORT AND THE INCREASE IN EMPLOYEES TRAVELING TO AND FROM WORK. ACCOMMODATING THE FUTURE ACTIVITY LEVEL IN AND AROUND THE AIRPORT WILL REQUIRE IMPROVEMENTS TO THE SURROUNDING ARTERIAL ROADWAY AND INTERSTATE SYSTEM, AS WELL AS NEW TERMINAL FACILITIES AND ASSOCIATED IMPROVEMENTS FOR THE INDIANAPOLIS INTERNATIONAL AIRPORT. THE CURRENT INTERSTATE CONFIGURATION WILL NOT PROVIDE ADEQUATE ACCESS TO THE AIRPORT AND THE RELATED FACILITIES NOW UNDER CONSTRUCTION. CURRENT ROADS WERE NOT DESIGNED TO HANDLE PROJECTED TRAFFIC VOLUMES.

THE NEW SIX POINTS ROAD CORRIDOR WHICH WOULD RESULT FROM THE PROPOSED INTERCHANGE WOULD PROVIDE DIRECT ACCESS TO THE UNITED AIRLINES IMC FACILITY, A NEW ACCESS POINT TO INDIANAPOLIS INTERNATIONAL AIRPORT, AND DIRECT ACCESS TO THE CONSOLIDATED RAIL CORPORATION'S AVON CLASSIFICATION YARD. THIS FACILITY IS ONE OF THE LARGEST RAIL CLASSIFICATION YARDS EAST OF THE MISSISSIPPI RIVER AND PROVIDES SIGNIFICANT INTERMODAL INTERCHANGE THROUGH ITS RECENTLY EXPANDED PIGGYBACK/CONTAINER FACILITY. THIS PROPOSED

CORRIDOR'S CONNECTION TO I-70 AND ULTIMATELY, I-74 WOULD GREATLY IMPROVE THE FACILITY'S ACCESS TO THE HIGHWAY SYSTEM, AS WELL AS TO THE INTERMODAL FACILITIES OF THE AIRPORT.

THE I-70 INTERCHANGE PROJECT IS ELIGIBLE FOR FEDERAL-AID FUNDS, BUT TRADITIONAL FEDERAL TRANSPORTATION PROGRAMS FUND SOURCES AVAILABLE TO THE STATE WOULD NOT BE SUFFICIENT TO COVER THE COST OF THE PROJECT. THE INDIANA DEPARTMENT OF TRANSPORTATION, THE INDIANAPOLIS DEPARTMENT OF TRANSPORTATION, THE INDIANAPOLIS DEPARTMENT OF METROPOLITAN DEVELOPMENT, THE DESIGNATED METROPOLITAN PLANNING ORGANIZATION (MPO), HENDRICKS COUNTY, AND THE AIRPORT AUTHORITY HAVE ALL CONTRIBUTED TO THE FUNDING OF THE PROJECT'S INTERSTATE JUSTIFICATION REPORT. THEY ARE WORKING IN CONSULTATION WITH THE LOCAL FEDERAL HIGHWAY ADMINISTRATION OFFICE.

MUCH OF THE PRELIMINARY DESIGN HAS BEEN COMPLETED AND WITH FUNDING, WE COULD MOVE INTO CONSTRUCTION NEXT SPRING ON THIS PHASE OF A MUCH LARGER, LONG TERM INTERSTATE IMPROVEMENT PROJECT FOR BOTH I-70 AND I-465. LONG TERM IMPROVEMENTS ARE ESTIMATED TO COST MORE THAN \$200 MILLION. FOR THE SIX POINTS ROAD INTERCHANGE, HOWEVER, WE ONLY ARE SEEKING \$18.7 MILLION IN FEDERAL FUNDING.

IN CLOSING, LET ME SAY THAT I APPRECIATE THE SUBCOMMITTEE'S RECOGNITION THAT TO REMAIN COMPETITIVE IN THIS INCREASINGLY INTERNATIONAL ECONOMY, WE CANNOT NEGLECT THE BASIC BRICKS AND MORTAR THAT BUILD THE ROADS, BRIDGES, AND AIRPORTS WHICH ARE

FUNDAMENTAL TO THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS. I AM GRATEFUL FOR THE OPPORTUNITY TO SPEAK TO YOU ABOUT THE NEED TO STRENGTHEN ONE LINK IN OUR NATION'S TRANSPORTATION SYSTEM.

THIS IS A GOOD PROJECT THAT WILL NOT ONLY MEET REAL TRANSPORTATION AND ECONOMIC DEVELOPMENT NEEDS IN INDIANA, BUT WILL IMPROVE THE EFFICIENCY OF INTERSTATE ROAD, RAIL, AND AIR CARGO MOVES FOR THE WHOLE COUNTRY. I STRONGLY URGE YOUR SUPPORT FOR THIS PROJECT AND WANT YOU TO KNOW THAT WE ARE PREPARED TO WORK WITH YOU TO MAKE THIS CRITICALLY NEEDED INTERCHANGE A REALITY.

**A Presentation to the
House Subcommittee
on Surface Transportation**

Congressman Nick J. Rahall II, Chairman

Rayburn Office Building - B 376

SUBJECT: The National Highway System



**Presenter: David B. Graham
Vice President, Indiana
Mid-Continent Highway Coalition
Graham Farms
P.O. Box 391
Washington, Indiana 47501**

DAVID B. GRAHAM
GRAHAM FARMS P. O. BOX 391
WASHINGTON, INDIANA 47501

March 10, 1994

My name is David B. Graham from Washington, Indiana, where I am Chairman of the Peoples National Bank, a locally owned and operated bank. Peoples is dedicated to economic development in our community because our county ranks 86th of 92 Indiana counties in terms of family income.

My presentation here is as vice President for Indiana of I-69, the Mid Continent Highway Coalition.

Your attention is respectfully directed to the official report to Congress from the U.S. Department of Transportation entitled, "Assessment of Border Crossings and Transportation Corridors for North American Trade." It was submitted to Congress in January by the Secretary of Transportation.

A major purpose was to identify North American trade corridors with special attention to the increase of trade due to NAFTA, the North American Free Trade Agreement.

Table 2-1 on page 35, (my attachment No.1) shows the total land trade levels through frontiers or gateways. Please note that, by far, the largest percent of trade is through Michigan and South Texas.

Figure 2-9 on page 45 (my attachment No.2) shows the total exports to Canada by state. It has been reported that the province of Ontario has more trade with the United States than does Japan. Figure 2-13 on page 51 (my attachment No. 3) shows total exports to Mexico.

It is clear, as shown on my attachment No.4 that the proposed extension of I-69, the Mid-Continent Highway is the most direct route for trade between the U.S., Canada and Mexico.

Thus, by an accident of geography, I-69 could become the most important artery for trade in the United States. If you include the possibility for trade with Central and South America on the Pan American Highway, I-69 could easily become the most important trade route in the world.

Please note that the proposed extension of I-69 goes through some of the most economically depressed areas in the United States. I am including our own Southwestern Indiana as well as Western Kentucky, Western Tennessee, Northwestern Mississippi, Southern Arkansas, Northwestern Louisiana and Eastern Texas. An Interstate Highway through those areas would do more to create jobs than any other stimulus.

TABLE 2-1
TOTAL LAND TRADE LEVELS THROUGH FRONTIERS OR GATEWAYS
(1992 TWO-WAY TRADE VALUE IN BILLIONS)

FRONTIER OR GATEWAY	TWO-WAY TRADE VALUE (BILLIONS)*	PERCENT OF NORTH AMERICAN TRADE
Northern Border		
Maine	3.0	1.4
Montreal South	17.3	8.2
Eastern New York	7.7	3.6
Niagara	35.8	16.9
Michigan	60.9	28.7
Upper Plains	8.4	4.0
Central Plains	3.1	1.5
Eastern Washington/Rocky Mountains	6.5	3.1
Pacific Coast	8.6	4.0
Total Northern Border	150.3	71.4**
Southern Border		
South Texas	33.7	15.9
West Texas	12.8	6.0
Arizona	6.1	2.9
California	9.2	4.3
Total Southern Border	61.8	29.1**
Total North American	212.1	100.5**

* Data only for those shipments citing the port of exit and entry.

** Total does not add due to rounding.

FIGURE 2-9 1992 TOTAL U.S. EXPORTS TO CANADA BY STATE (\$000)

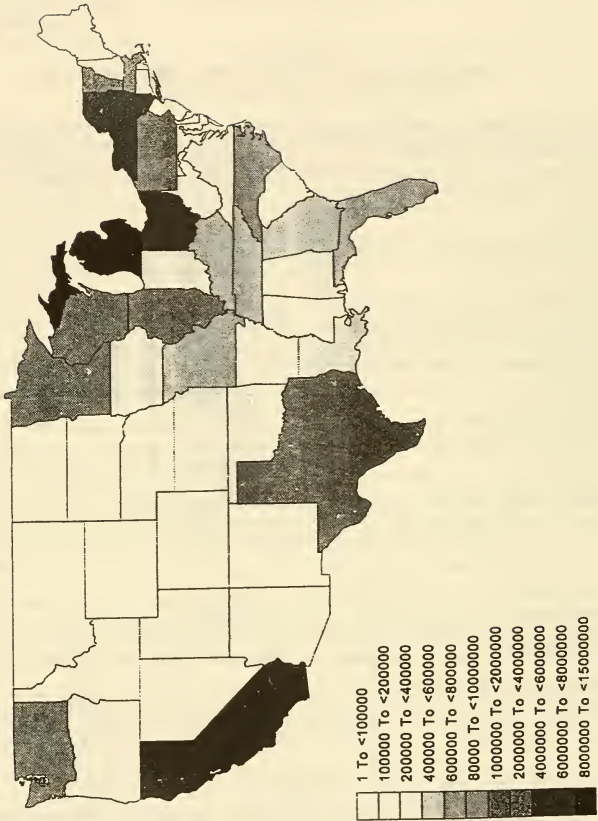
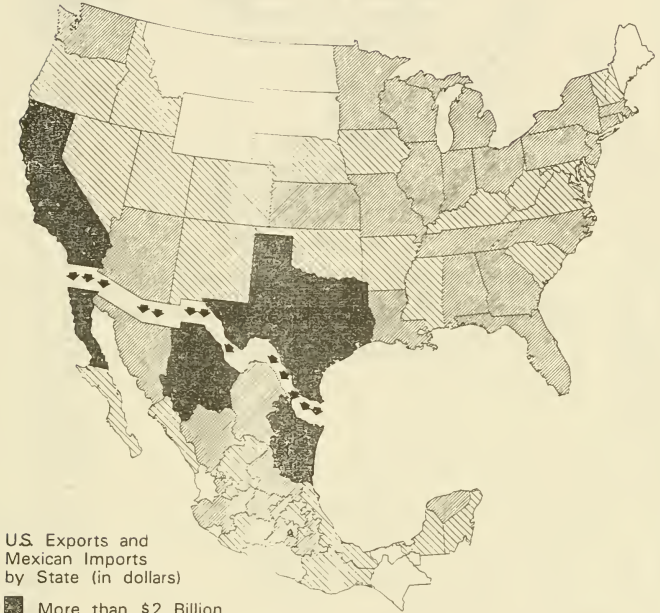


FIGURE 2-13 TOTAL EXPORTS TO MEXICO BY U.S. AND MEXICAN STATES

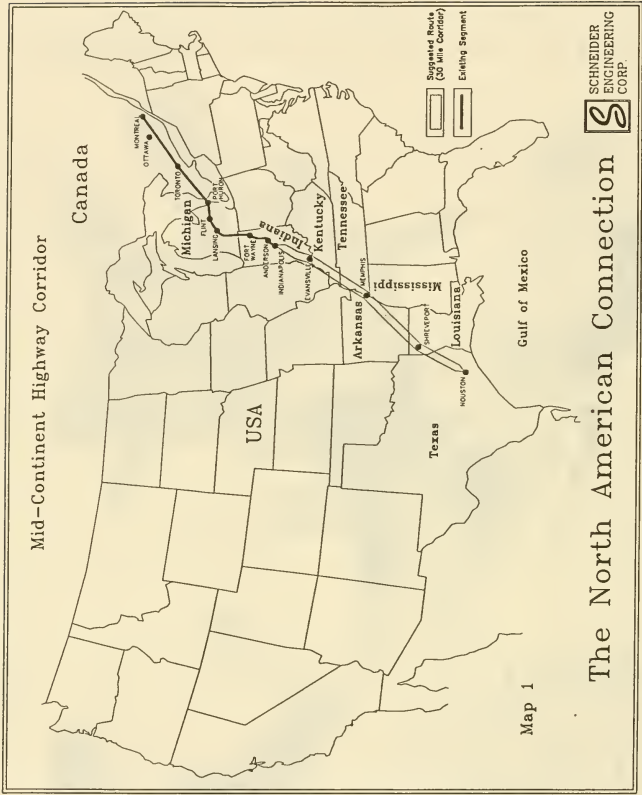


U.S. Exports and
Mexican Imports
by State (in dollars)

-  More than \$2 Billion
-  \$200 Million - \$2 Billion
-  \$20 - \$200 Million
-  Less than \$20 Million

Note: Does not include \$4.39 billion of trade for which origin or destination state were not given.

Sources: U.S. Department of Commerce and
Secretaría de Comercio y Fomento
Industrial (SECOFI).



The North American Connection

SCHNEIDER
ENGINEERING
CORP.

ROD GRAMS
8TH DISTRICT, MINNESOTA
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FINANCE AND URBAN AFFAIRS
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SPACE, AND TECHNOLOGY
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Congress of the United States
House of Representatives
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STATEMENT
OF
THE HONORABLE ROD GRAMS
BEFORE THE
SUBCOMMITTEE ON SURFACE TRANSPORTATION,
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
U.S. HOUSE OF REPRESENTATIVES

WASHINGTON, D.C.

MARCH 10, 1994

Mr. Chairman and Members of the Subcommittee:

Thank you for allowing me the opportunity to appear before you today to present this statement in support of Minnesota's Trunk Highway 610 Crosstown project. Accompanying me today is Elwyn Tinklenberg, Mayor of the Town of Blaine, Minnesota, a community adjacent to the planned highway. On behalf of Mayor Tinklenberg, the citizens of the Sixth Congressional District of Minnesota and the entire Twin Cities Metropolitan area, thank you for the opportunity to testify. Together, we are seeking your support of a \$36 million authorization for this long-awaited intermodal transportation facility and its inclusion as part of the National Highway System.

First, however, I want to take this opportunity to extend my thanks and congratulations to the Committee for the foresight it has shown by including TH 610 in 1991's landmark ISTEA legislation. Your support of this project recognized and affirmed the objective of providing the citizens of the communities immediately north of Minneapolis, known as the North Metro area, with a four-lane, restricted access intermodal transportation facility serving as an east-west corridor linking I-35W in Mounds View, its eastern terminus, with I-94 in Maple Grove on the west. For your reference, a map showing the relationships of these communities, the two interstates, and the alignment of TH 610 Crosstown is included with this statement as "Attachment A."

The link of the two interstate roadways was first identified as a local priority in 1970 by the area's Metropolitan Council Development Guide Report. The local communities have protected the proposed corridor from development since that time by implementing a controlled-growth zoning strategy which is admired throughout the metro area. This strategy has resulted in well-designed corridors for utilities and major highways, in addition to saving taxpayers millions of dollars in

Statement of the Honorable Rod Grams
Before the Subcommittee on Surface Transportation,
Committee on Public Works and Transportation
U.S. House of Representatives
March 10, 1994

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right-of-way acquisition costs. The project has undergone numerous studies, a major bridge has been built across the Mississippi River and right-of-way has been acquired.

The funding request I make of the Subcommittee today is to provide funding for completion of the first, or easternmost, portion of the facility and design and engineering and initial construction for the second portion. Approval of this request will help ensure the next phase of this project will continue unimpeded and that any delays in enacting the successor to ISTEA will not be the cause of delays in completing this project.

As the Committee correctly recognized during the ISTEA process, the 860,000 current citizens of the North Metro area will be well-served by the completed intermodal transportation facility. At present, more than 70% of the labor force in the area commutes to and from their workplace daily, placing significant burdens on the area's current transportation system. By improving the crosstown flow of daily traffic between the two north-south interstate systems, a completed TH 610 Crosstown will help assure the successful long-term economic growth of the area.

As evidence of the high degree of local support of this project, a formal organization has been assembled to help ensure its completion. Mayor Tinklenberg is an active member of this organization and is here today, in part, on its behalf. The organization has played a central role in coordinating this project over the past eight years. A list of the communities and local units of government comprising the North Metro Crossing Coalition is included as "Attachment B." These

Statement of the Honorable Rod Grams
Before the Subcommittee on Surface Transportation,
Committee on Public Works and Transportation
U.S. House of Representatives
March 10, 1994

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participating communities and local units of government have been responsible for providing much of the initial funding this project has required and continue to work with the State of Minnesota to ensure the necessary matching funds will be available.

These communities have dedicated themselves to this project because they realize that TH 610 Crosstown will become the backbone of economic growth in the State of Minnesota. The completed facility will achieve this status by virtue of connecting key sectors of the Twin Cities with the St. Cloud and Duluth metropolitan areas. These two areas and the resulting corridor are the fastest growing in all of Minnesota. The TH 610 Crosstown project will provide important links and conductivity between employment, marketing and worker concentrations in the North Metro area and the growth already underway in the interregional corridor.

In addition to the immediate economic benefits of this project, the completed highway will offer a unique opportunity to utilize a coordinated, flexible network of complementary forms of transportation, moving people and goods in an effective and energy-efficient manner. As both ends of TH 610 Crosstown will intersect major interstate highway systems, they can be designated to function as intermodal "hubs" of appropriate forms of transportation (i.e., transit/highway as well as the long-haul truck/local distribution systems already operating at the east end of the corridor).

In coordination with I-94 and I-35W, the TH 610 Crosstown corridor will provide the stimulus for creation of an integrated surface transportation system featuring express bus, modern light rail and "park and ride" capabilities to connect the North Metro area with downtown

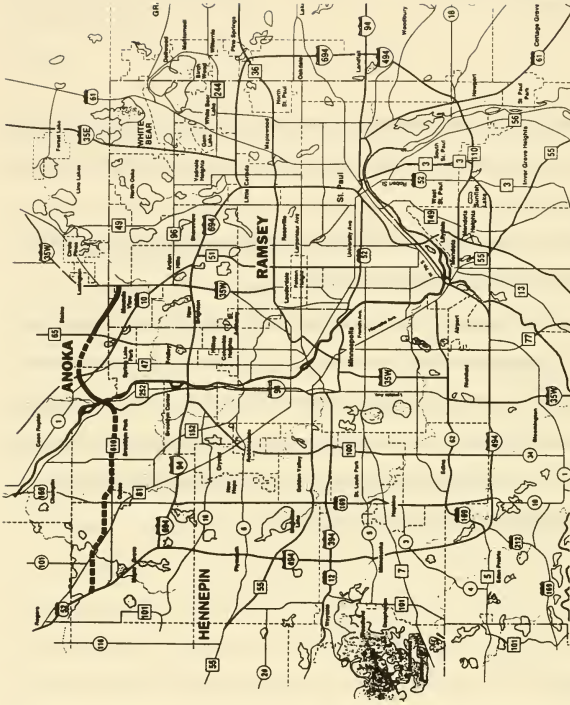
Statement of the Honorable Rod Grams
Before the Subcommittee on Surface Transportation,
Committee on Public Works and Transportation
U.S. House of Representatives
March 10, 1994

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Minneapolis and St Paul. Trucks entering the North Metro area will be able to use TH 610 Crosstown to avoid more crowded corridors and efficiently deliver their cargoes to the intended destinations and terminals.

These are but a few of the benefits completion of the TH 610 Crosstown will provide local citizens and which are being designed into the project.

Mr. Chairman, this concludes my prepared remarks. On behalf of Mayor Tinklenberg and myself, I wish to again thank you and the members of the Subcommittee for the opportunity to present this statement on behalf of my constituents and the TH 610 Crosstown project. I hope you will agree with me that this is a project which can become a model for other intermodal transportation facilities throughout the United States. Mayor Tinklenberg and I will be pleased to respond to any questions you or your colleagues may have.



North Metro Crosstown
AREA LOCATION MAP

T.H. 610/10

North Metro Crossing Coalition

Member and Participating Communities

(listed alphabetically)

1. Andover
2. Anoka
3. Anoka County
4. Blaine
5. Brooklyn Center
6. Brooklyn Park
7. Champlin
8. Circle Pines
9. Columbia Heights
10. Coon Rapids
11. Crystal
12. Dayton
13. Fridley
14. Ham Lake
15. Hennepin County
16. Maple Grove
17. Minneapolis
18. Mounds View
19. New Brighton
20. New Hope
21. Osseo
22. Ramsey
23. Robbinsdale
24. Spring Lake Park

Testimony by Rep. Tony P. Hall (2264 Rayburn Building) before the Subcommittee on Surface Transportation Hearing on National Highway System, March 10, 1994

Mr. Chairman and distinguished members of the Subcommittee, I am pleased to be here today to testify in favor of including two highway segments in the National Highway System. These highway segments are known as the "Trotwood Connector" in Montgomery County, Ohio.

On January 7th I was pleased to submit this request to the Subcommittee along with background information and the 18-point justification for each request. These two projects are: First, the Trotwood Connector from West 3rd Street to Wolf Creek Road; and, second, the Trotwood Connector from Wolf Creek to existing State Route 49. Completion of these highways is crucial to shaping the future of West Dayton and Western Montgomery County.

Mr. Chairman, the Trotwood Connector is integral to linking communities in the greater Dayton area to U.S. 70 and therefore a key to interstate travel and international commerce. The project enjoys unanimous support from many local and county officials, including the Miami Valley Regional Planning Commission, the Trotwood Mayor and elected officials, the Greater Dayton and Trotwood Chambers of Commerce and the communities of West Dayton, Madison and Jefferson Townships, Brookville and Clayton.

These highway projects are not huge or overly costly. Total miles planned for the two segments are 5.29 miles, and total cost is approximately \$18.4 million. Both segments are under final design, funded locally. Yet they are enormously important for commerce and economic development. They provide direct access between northwestern Montgomery County and central Dayton. They will allow businesses to travel between the two cities and have access to Interstate 70, 75 and 675. They will provide a major north/south connection from U.S. 35 in West Dayton to I-75, facilitating access to Cincinnati and Columbus.

Trotwood has already passed a liberal tax abatement program and is moving ahead with related street improvements. The economic development potential for West Dayton combined with the projects' excellent transportation impact resulted in a very high priority designation by the State of Ohio. Therefore I urge my colleagues to include the Trotwood Connector highway projects as demonstration projects in the National Highway System.

In addition, I wish to testify in favor of including the "H-Connector" bicycle path in the bill. Construction of the project (not including environmental, engineering, design, and right-of-way purchase which will be funded locally) is \$4.5 million, of which \$3 million is currently funded with ISTEA demonstration funds. An additional \$1.5 million is necessary to complete this project, which follows an abandoned railroad right-of-way and will connect Eastwood Park in Montgomery County and the City of Xenia in Greene County.

LEE H. HAMILTON
9TH DISTRICT, INDIANA

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Congress of the United States
House of Representatives

Washington, DC 20515-1409

THE HONORABLE LEE H. HAMILTON

Statement before the

House Public Works Committee

Subcommittee on Surface Transportation

March 10, 1994

Mr. Chairman and members of the subcommittee. Thank you for providing me with an opportunity to testify today in support of projects of particular importance to the Ninth Congressional District of Indiana.

I am writing to request your assistance in authorizing funding for two transportation projects in my Indiana district. I ask that they be included in the National Highway System legislation to be considered by the House Public Works Committee and Congress this year.

First, I am requesting \$23.3 million through fiscal year 1997 to design and construct a new U.S. 231 from the junction of State Road 66 in Spencer County, Indiana to the border of Dubois County, Indiana. The total cost for this effort over the next nine fiscal years will be \$103 million.

Second, I am requesting \$37.8 million through fiscal year 1997 to design and construct a new Ohio River bridge extending I-265 from SR 62 in Indiana to the interstate system in Kentucky. The total cost for this effort over the next nine fiscal years will be \$138 million.

U.S. 231 project

This proposal calls for the construction of a new four-lane highway to replace the existing two-lane road. The Indiana Department of Transportation is now conducting preliminary design and corridor location work on this 23-mile stretch of road. The Department has completed the project scope and an environmental overview. It will complete public hearings and begin design work on the route in 1994; acquire land in 1996-1997; and begin construction work in 1997. Construction work will cost about \$94 million.

The Transportation Appropriations bill for fiscal year 1994, as approved by the House Appropriations Committee, included \$6.8 million for this project. This funding was eliminated on the House floor and not included in the final version of the bill.

The proposed highway would greatly improve the current transportation network in this region. U.S. 231 is an important corridor for interstate trucking, linking I-64 in Indiana to Owensboro

and the Kentucky parkway system in the south. However, the existing highway cannot handle the truck traffic. It is narrow, winding, and hilly. A reconstructed four-lane roadway would provide a safer, easier route for traffic heading north and south between the two states.

The U.S. 231 project would also provide an important link to the new bridge outside Owensboro. As you know, the states of Kentucky and Indiana have agreed to replace the U.S. 231 bridge at Owensboro. A new bridge will be built northeast of Rockport, Indiana where U.S. 231 intersects State Road 66. The bridge piers are under construction, and work on the bridge will be completed in 1997 or 1998.

The proposed highway would also be a boon to economic development in Spencer County, Indiana and surrounding communities in Indiana and Kentucky. Spencer County is one of the poorer counties in the state, but has enormous potential for growth, particularly in tourism. The county includes the Lincoln Boyhood National Memorial, the Lincoln Boyhood State Park, and Holiday World, a regional amusement park. Expanding U.S. 231 promises to increase visitors to this scenic and historic area.

Ohio River bridge

This proposal calls for the construction of a new bridge across the Ohio River. The bridge would extend I-265 from SR 62 in Indiana to the interstate system in Kentucky. The states of Indiana and Kentucky have agreed in principle to the construction of the bridge. Several studies have been conducted on various aspects of the project, and a consultant is now assessing possible locations for the bridge. Indiana and Kentucky are working to agree on a bridge corridor this year. Construction would begin in 1998, and cost a total of \$91 million.

A new bridge offers several important benefits to the greater Louisville area. First, it would stimulate economic growth and job creation in the area; one recent study estimates the bridge would create up to 17,300 new jobs. Second, it would provide direct north-south interstate linkage to one of the major growth areas for the Kentuckiana region; Louisville is one of the few major metropolitan areas in the United States without a beltway. Third, a new bridge would forge stronger economic ties between Clark and Floyd Counties in Indiana and Jefferson County in Kentucky, making the area more competitive in the regional and national economies. Fourth, it would help alleviate traffic problems, improving travel times, increasing average vehicle speed, and reducing air pollution and accidents.

There is considerable interest locally in the successful completion of this project. Both the local Metropolitan Planning Organization and the Indiana Department of Transportation have included this project in their long-range transportation plans.

Both states agree about the need for a new bridge, and are now working to develop a consensus position on the precise location of the bridge. I am hopeful that this matter will be resolved in the coming months as discussions between Indiana and Kentucky officials proceed.

Conclusion

Federal funding is critical to the success of these two projects. The Indiana Department of Transportation has committed the state matching funds for the projects in its long-term highway program, but cannot meet the expense of design and construction work at this time. Indiana is a donor state (it receives 84 cents for every dollar it contributes to the highway trust fund), and its highway budget is severely constrained. Securing the special federal funding would enable the Indiana Department of Transportation to move forward on these two projects.

These projects are high priorities for state and local officials in Indiana. I want to be helpful to them in their efforts to improve the highway system and promote economic development in the state. I urge your approval of these two requests.

I would be happy to answer any questions you may have.

DAVID L. HOBSON
7TH DISTRICT OHIO

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BUDGET
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CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES

March 10, 1994

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Testimony of Congressman David L. Hobson
Before the Subcommittee on Surface Transportation
House Committee on Public Works and Transportation

National Highway System and Adjustments to the Intermodal Surface
Transportation Efficiency Act of 1991 (ISTEA)

Mr. Chairman and members of the committee. As a former member of the House Committee on Public Works and Transportation, I appreciate the opportunity to appear before you today to request authorization for three highway projects important to my congressional district.

These projects--1) U.S. Routes 22/33 Lancaster Bypass, 2) U.S. Route 68 Urbana Bypass and Widening, and 3) U.S. Route 35 Segments--are supported by Ohio Department of Transportation (ODOT) officials. In fact, Jerry Wray, Director of the Ohio Department of Transportation; John Platt, Assistant Director for Transportation Modes; and Cheryl Worley, Chief Legislative Officer, are here today and available to answer questions.

The projects are also 1) on the Transportation Improvement Plan (TIP), 2) consistent with ODOT's "Access Ohio" highway plan, and 3) on the National Highway System proposed by U.S. Department of Transportation officials. Responses to the eighteen criteria questions and ODOT letters of support were submitted to the Committee during the first week in January.

1. **U.S. Routes 22/33 Lancaster Bypass, Fairfield County**
Total cost: \$54 million
Federal share: \$41.2 million

Through the courtesy of your Committee, the Lancaster bypass was designated as a high priority corridor project in the 1992 technical corrections bill to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Although the measure passed the House, it died in the Senate.

The project is one, four lane, limited access bypass to solve two related Lancaster transportation problems, Route 22 and Route 33. Route 33 is the only highway in Ohio which serves the southeast part of the state and connects to the center, stretching between Interstate Route 270 around Columbus, Interstate Route 77 in West Virginia, and points south. Historically, this area has been poorly served by highways yet has experienced a tremendous growth in traffic. It is time to address this situation.

The State already approved preliminary engineering study funds, showing the importance placed on this project. A further indication of the state's interest in Route 33 is the plan to spend an estimated \$18,500,000 to

reconstruct and add shoulders between the City of Lancaster and Franklin County (Columbus). The bypass has been a priority of this community for years. It is strongly supported by the Governor of Ohio, the Mayor of Lancaster, the local State Senator, and the local State Representative. It became a priority for me when I first learned that I would represent Fairfield County in Congress as a result of the redistricting that followed the 1990 census.

2. **U.S. Route 68 Urbana Bypass and Widening, Phase II, Clark/Champaign Counties**

Total cost: \$77 million

Federal share: \$62 million

This is the continuation of a project for which your Committee generously provided \$15.8 million of authorization and contract authority in ISTEA. Route 68 is a major north/south route linking regional destinations, whose construction was halted 20 years ago one mile south of the Champaign/Clark county line. Proceeding north from Clark County into Champaign County, Route 68 needs to be widened to a four lane, limited access highway and then to bypass the city of Urbana. This would result in greater safety, especially given heavy truck traffic. It also would increase economic development opportunities, when coupled with the area's continuing rail service and excellent water supply.

The State already owns up to 95 percent of the construction route. An Environmental Impact Statement has been underway and should be completed by July 1994. The money your Committee kindly earmarked in ISTEA provided the impetus for renewed community interest in this project. It is strongly supported by the Governor of Ohio, the Mayor of Urbana, the local State Senator, and local State Representative, the Clark County Commission, the Champaign County Commission, and the Champaign County Chamber of Commerce.

3. **Six U.S. Route 35 Segments, Greene/Fayette/Ross Counties**

Total cost: \$192.9 million

Federal share: \$147.2 million

This project relocates U.S. Route 35 to a four lane, limited access highway. It connects Dayton and south central Ohio and directly links Dayton to Interstate Route 71. Current road conditions are substandard, resulting in numerous accidents and fatalities. This project is needed to provide both safe, fast, efficient travel, and economic development opportunities. The project is so important that the State has already begun preliminary engineering at its own expense on five of the six segments. It is strongly supported by the Governor and county and local officials.

Thank you for your interest and help; I would be pleased to answer any questions or provide further information.

MARCH 10, 1994

**STATEMENT OF CONGRESSMAN JOEL HEFLEY
BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION**

Mr. Chairman, I'm here today to express my support for the National Highway System funding proposal submitted by the City of Colorado Springs for the Powers Boulevard Corridor. Here with me today is Mayor Bob Isaac who will get into a little more detail about this project in just a minute.

Powers Boulevard has become a major thoroughfare. In fact, Colorado Springs and the surrounding county have loaned money to the Colorado Department of Transportation (CDOT) to expedite the widening of a link of this important roadway.

There are two key points I want to make about this project. One is the population boom in Colorado Springs and the resulting traffic congestion. The second has to do with our national defense.

Colorado has experienced a boom in its population over the last few years. In fact, in 1992 the population in Colorado Springs grew by almost 4 percent. A year later, employment was up by over 3 percent. This kind of growth has led to serious traffic problems on the main drag through the city.

When completed, Powers Boulevard will provide a much-

needed alternative route to combat the traffic congestion on heavily travelled Interstate 25, particularly in key arterial points in the city.

On the issue of national defense, my concern is with emergency preparedness. In December, the Department of Defense designated Powers Boulevard as a key component of the Strategic Highway Network. As you know, Colorado Springs is home to Ft. Carson Army Base, Falcon Air Force Base, Peterson Air Force Base, Cheyenne Mountain Air Force Base, and the Air Force Academy.

The changing international scene has caused a lot of changes in the military, including closing a number of overseas bases and relying more heavily on troops based here at home. It's vital that our forces are able to mobilize rapidly along the Strategic Highway Network and deploy in response to any domestic or overseas crisis. This project on Powers Boulevard would ensure that this would be the case in Colorado.

For these two key reasons, I believe this project is worthy of your full and fair consideration. I appreciate the committee holding these hearings and giving Bob Isaac the chance to talk a little bit more in-depth about this project.

1904

**House Public Works Committee
Surface Transportation Subcommittee
Congressman Nick J. Rahall II, Chairman**

**Testimony presented by
Mayor Robert Isaac
Colorado Springs, Colorado**

**March 10, 1994
10:50 - 11:00 a.m.**

Thank you, Mr. Chairman and members of the committee, for the opportunity to speak. I am the Mayor of the City of Colorado Springs, which is in the second largest metropolitan area in Colorado, with a population of 480,000. Colorado Springs is located on I-25, 65 miles south of Denver and 35 miles north of Pueblo.

The project we bring to you is Powers Boulevard, a 36-mile, arterial running north to south on the eastern side of Colorado Springs. It is included as a part of the proposed National Highway System. We hope to construct this arterial to freeway standards with the appropriate grade separations.

We have been working on this project for more than two decades, and have been able to construct the 16-mile section to expressway standards, between Fontaine Boulevard and Woodmen Road. This portion of Powers Boulevard, costing \$48.5 million, has been accomplished using funds from private sector donations, local government general funds, general obligation bonds, special tax districts, programmed federal funds, and state highway gas taxes.

Let me point out four major reasons why this project is so badly needed:

1. It provides a vital connection with five key defense installations located in Colorado Springs.

2. It provides access to the new Colorado Springs Airport, a facility in which the federal government has invested heavily.

3. It provides an alternative to I-25, the only Colorado Front Range commercial corridor, which needs major widening and renovation in order to handle current long-distance truck traffic. Neither funding nor federally mandated air quality requirements will permit increasing capacity on I-25 in the near future. Overall air quality in the region will improve with the addition of Powers Boulevard to the system.

4. It enhances the area's and state's transportation network. To this end, the project fulfills the goals of the proposed National Highway System.

Powers Boulevard will provide an important and much needed transportation link between the Air Force Academy on the community's north side; Peterson Air Force Base/Colorado Springs Airport/Falcon Air Force Base on Colorado Springs eastern side; Cheyenne Mountain Air Force Base (NORAD headquarters) southwest of the City; and Fort Carson south of Colorado Springs. The federal government has invested heavily in these area military installations which are vital to the nation's defense. The following commands are located at these facilities:

- U. S. Army's 4th Infantry Division headquarters, plus major armored training areas at Pinon Canyon;
- North American Aerospace Defense Command;
- U. S. Space Command;
- Air Force Space Command , and the Air Force 50th Space Wing;
- Army Space Command;
- 21st Space Wing;
- Air Force Reserve 302nd Airlift Wing, which provides heavy airlift capability for rapid deployment;
- National Test Facility at Falcon Air Force Base

Total cost of the proposed project is estimated at \$353 million. This includes all design, construction, and right-of-way costs associated with completing the entire length of Powers Boulevard to Interstate standards. The City of Colorado Springs, El Paso County, Colorado, the Colorado Department

of Transportation, and the private sector have available or will acquire the necessary funds to cover the 20% local match for the completion of the entire project.

We have made significant progress on this project on our own. However, completion of the entire project at the current rate of funding would take many years. Meanwhile the need, continues to grow. Colorado Springs' population continues to grow and pressures on the area's transportation system are also growing.

Colorado Springs has recognized for some time the need to provide a good transportation network to serve these federal installations. To that end, the City of Colorado Springs created the Eastern Corridor Task Force to forge solutions to the congestion problems around Peterson Air Force Base and the several space command installations nearby. The City's commitment was so strong that we advanced local funds to the State of Colorado in order to accelerate construction of improvements on Powers Boulevard between Fountain Boulevard and Platte Avenue.

Powers Boulevard will provide direct access from the north and from the south to the Colorado Springs Airport in which the federal government has invested \$102 million for improvements. A new long runway is in service, and the taxiways to it are in place. The new terminal between the existing north-south runway and the new north-south runway will be completed by October of this year. At that time we will have an entirely new Airport in place.

The project is on the regional Transportation Improvement Program (TIP) and is a key element of the region's Congestion Management System. It will improve air quality, reduce congestion, reduce vehicle miles traveled, and vehicle hours traveled. There are no environmental obstacles identified.

This project has the full support of the City of Colorado Springs, the Colorado Department of Transportation, El Paso County, the City of Fountain, the City of Woodland Park, and the Pikes Peak Area Council of Governments. This project has strong citizen support in our community. It was recommended by the Colorado Department of Transportation to be on the

National Highway System. It received the unanimous support of the Colorado Transportation Commission on December 16, 1993.

We are requesting \$238 million in federal funding for the project. Authorization for the project would allow the City to develop a significant usable segment over the next three years. We could obligate approximately \$78.5 million during that period, which could be allocated, matched and used locally to achieve maximum benefits.

Thank you, Mr. Chairman and members of the committee, for your time. We earnestly seek your support. We are available to answer questions and provide additional information.

Powers Boulevard Corridor **"A Strategic Investment"**

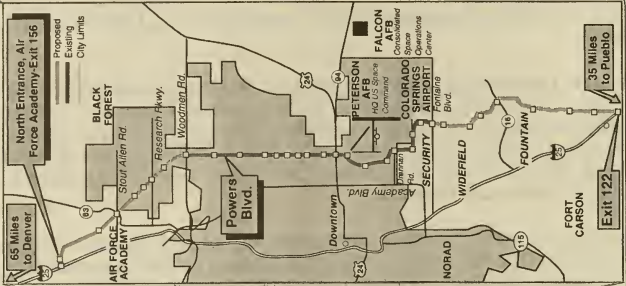
\$353 Million Will:

- Provide Vital Connection to Five Key National Defense Facilities
- Enhance Access to New Colorado Springs Airport
- Relieve Congestion
- Fulfill Goals of NHS

FY 95 - FY 97 Request:

- \$78.5 Million
- Completes Powers From:
 - ➔ Woodmen Road to I-25 at Air Force Academy
 - ➔ Fontaine Blvd. to SH16 at Fort Carson
 - ➔ Drennan Road to US24 at Peterson A.F.B./Colorado Springs Airport

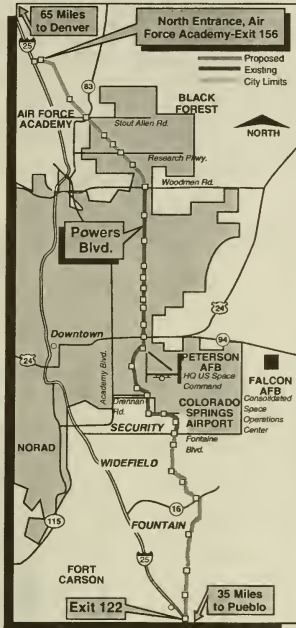
City of Colorado Springs



POWERS BOULEVARD

FY 95 - FY 97 Plan

Total Construction Cost by Segments



Project	FY 95	FY 96	FY 97
• Woodmen to Research	\$3.0		
• Research to Stout Allen/SH83/I-25	\$7.0	\$10.0	
• Fontaine to SH16	\$4.5		
• Stewart Ave./ Airport Interchange	\$4.0		
• Powers/US 24 Interchange		\$11.0	
• Expansion from 4 to 6 lanes (Drennan to US 24)		\$ 4.0	
• Powers-Fountain Interchange			\$25.0
• Powers-Drennan Interchange			\$ 5.0
• Powers-Hancock Interchange			\$ 5.0
Total Dollars	\$18.5	\$25.0	\$35.0

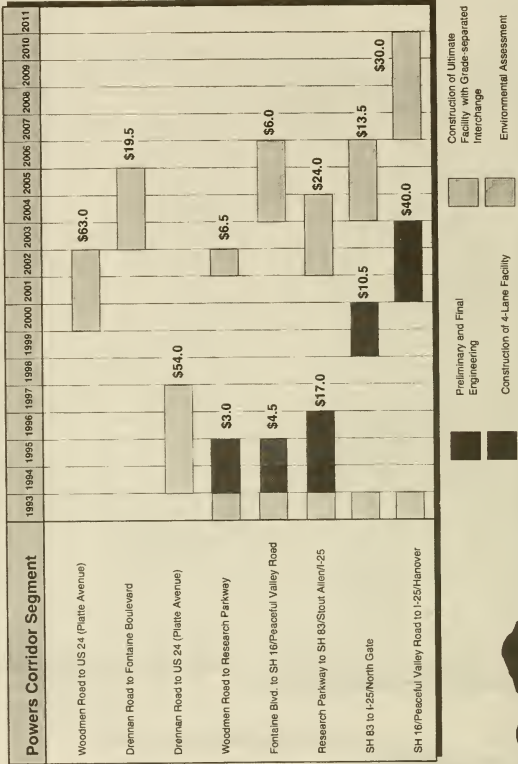
Total Dollars FY 95-97 \$78.5m

Constant 1993 Dollars
(in Millions)

"Three Year Usable Segments"

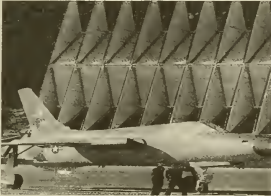
City of Colorado Springs

Powers Boulevard Corridor Proposed Schedule (1993 Dollars in Millions)



POWERS BOULEVARD Fact Sheet

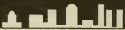
AIR FORCE ACADEMY



- Vital Connection to Key Defense Installations:
 - Total Employment on Local Bases: 42,004 (Oct, 1992)
 - Annual Economic Impact Within 50 Miles, \$2.2 Billion in FY 92
- Direct Connection to New Colorado Springs Airport (\$150 Million Expansion Program Underway)
- 16 Miles of 36 Miles Corridor Open to Traffic

- \$48.5 Million Local Investment to Date
- Project has Broad Based Community Support and Endorsement
- Powers Boulevard Reduces Congestion
- Total Project Cost, \$353 Million
- FY 95 - FY 97 Request \$78.5 Million

COLORADO SPRINGS AIRPORT



City of Colorado Springs

Testimony by C. Lee Johnson before the
Transportation Subcommittee of the
House Public Works Committee

March 10, 1994

Thank you Mr. Chairman for the opportunity to testify in support of the Alum Creek project. I am the Chairman of the Greater Columbus Inland Port Commission and President of the Limited Distribution Services.

The Inland Port Commission was created in October 1992 to promote economic growth and the creation of jobs in the Greater Columbus area of central Ohio. It is the focus of the efforts of the Greater Columbus Area Chamber of Commerce, private sector firms operating in the area, public agencies such as Ohio DOT, The Ohio State University, and the Mid-Ohio Regional Planning Commission, and public officials representing Franklin County, the city of Columbus, and other area jurisdictions. We are grateful for the strong support we have received from the members of our congressional delegation, particularly Deborah Pryce.

The central location of our area makes it very attractive for firms seeking to manufacture or distribute products in the North American market. The Inland Port Program is centered on improving the transportation system of the area - both the infrastructure and the services. We are working to find ways to reduce transit time and order-cycle time-to-market, lower transportation costs, and improve schedule reliability. Such actions are improving the economic efficiency not only of our region and the state of Ohio, but of the nation. We estimate that our program will increase the number of jobs by 25,000 in our region alone by the year 2010 and will also have a positive impact on the environment.

Service improvements are being generated through the activities of the three subcommittees of the commission - the Shipper, Transportation and Trade councils. Each council is made up of private firms from its particular sector, whether it be the shippers, the carriers (railroad, trucking, air and steamship) or the third party firms involved in interregional and international trade such as attorneys and customs brokers. We are also working with several coastal seaports including Los Angeles, Seattle and Tacoma, Norfolk, and the Port Authority of New York and New Jersey to improve service to Columbus from many overseas points as well as from points inside the continental United States.

The private sector, again through the mechanism of the three councils of the Inland Port Commission, has jointed with the Mid-Ohio Regional Planning Commission in the performance of the infrastructure study. All three councils participated in the identification of infrastructure problems and in the development and ranking of solutions to them. They identified needs for traffic signals at selected interchanges, wider and straighter roadway access to railroad intermodal yards, improved access to air cargo and warehouse facilities from interstate highways, development of key truck routes, completion of I-670, and even expanded water supply and sewage facilities.

The coordinated timing of improvements in both transportation services and infrastructure is essential to the effectiveness of the Inland Port Program. Both Conrail and Norfolk Southern have begun improved rail intermodal service to Columbus. Norfolk Southern will double the size of its Discovery Park yard this year on the southeast side of Columbus. Improved access to this facility is essential to enable the value of the improved rail service to be realized by the shippers, receivers and the trucking firms which want to use it.

The proposed improvements to Alum Creek Drive constitute an integral part of the better access required to Discovery Park and to the freight terminals, manufacturing plants and distribution facilities in this corridor. The funds which we are requesting are necessary to enable the infrastructure changes to be effectively coordinated with the service improvements. The entire set of improvements is necessary to support the growth in freight movement and the related economic growth taking place in the Columbus area.

On behalf of the Inland Port Commission and the team of private sector firms, public agencies and public officials implementing its program, I urge the favorable consideration of our request by your committee and the Congress.

Thank you for the opportunity to speak to you today. I would be happy to answer any questions you may have.



Mid-Ohio Regional Planning Commission

An association of local governments providing planning programs and services for the region

ATTACHMENT I

AN OVERVIEW OF THE INLAND PORT INFRASTRUCTURE IMPROVEMENT STUDY

1. OBJECTIVE

John E. Bryner
Chair

Judith W. Stillwell
Vice Chair

John S. Ensign
Secretary

- Identify improvements to facilitate freight movement:
Economically, quickly and reliably.

2. STEPS IN THE PROCESS

Judith W. Stillwell
Chair
Administrative Committee

Webster D. Junk
Chair
Franklin County Planning
Area Subcommittee

Timothy A. King
Chair
Legislative Task Force

Gary Panek
Chair
Local Government
Committee

Michael Greene
Chair
Transportation Advisory
Committee

Bill Habis
Executive Director

- a. Columbus' potential for a major mid-western distribution center:
 - Strategic location (Atlanta, Chicago or New York major distribution centers).
- b. Transportation network investigation:
 - Highway, railroad, intermodal yards, airports and truck terminals/warehousing.
- c. Future freight by mode and warehousing:
 - Freight handled at intermodal railroad yards:
 - The number of containers will more than double between 1990 and 2010, increasing from 170,000 to 390,000 units annually during this time period.
 - Freight handled at the two airports:
 - The tons of air cargo and mail handled at Rickenbacker and Port Columbus airports are expected to increase about six times between 1990 and 2010, increasing from 66,000 tons to 404,000 tons per year.
 - Truckloads originating/terminating and passing through Columbus:
 - Truck movements are expected to increase by 42 percent between 1990 and 2010, increasing from 15,000 to 22,000 thousand daily.

- Warehousing/distribution building space growth:
- Warehouse/distribution space in central Ohio is expected to increase by two thirds between 1990 and 2010, adding 54 million square feet of floor space. The estimated increases will be from 80 million to 134 million square feet by 2010.

d. Analysis under three sectors:

- West, Conrail;
- South, Norfolk and Southern and Rickenbacker;
- East, I-670 corridor/Port Columbus.

e. Meeting with Trade, Shippers and Transportation councils:

- (Input from private sector)

EXAMPLES OF AREAS SPECIFIC IMPROVEMENTS

- Infrastructure improvements resulted from freight operations in central Ohio:
 - Metropolitan scale projects:
 - Acceleration of I-670 completion from downtown west to I-70 and US 33 (Spring Sandusky interchange).
 - Area specific projects in the vicinity of the intermodal facilities:
 - Conrail's Buckeye Yard (improved access to I-270 and I-70 through Trabue Road, Hilliard-Rome Road, Roberts Road and Walcutt Road).
 - Norfolk and Southern's intermodal terminal, Rickenbacker Airport and its vicinity (Alum Creek Drive - I-70 to Rickenbacker, including intersections and ramps to I-70 and I-270).
 - Port Columbus and the I-670 industrial corridor on Columbus' East Side (improve access from I-670, 5th Avenue and Hamilton Road, to freight terminal area).
 - Honda-Marysville intermodal terminal in Marysville (no improvements identified).

- Institutional improvements:
 - Facilitation of freight flows between Columbus and other parts of the nation and the world.

NEXT STEPS/WRAP-UP ACTIVITIES:

- Refine infrastructure improvement by incorporating feedback from city of Columbus, Franklin County, private industry, Ohio State University, MORPC etc.
- Prioritize recommended infrastructure improvement projects.
- Summarize findings in a series of technical documents which will form the back-bone of the final report.
- Coordinate the transfer of pertinent information from the study to be incorporated in the Inland Port marketing and business development plans (currently in progress).
- Refine visual aid materials (i.e. maps, charts, tables, slides etc.) to be use in presentations.



Mid-Ohio Regional Planning Commission

An Association of local governments providing planning programs and services for the region

ATTACHMENT II

ALUM CREEK DRIVE

- o Located in a major industrial corridor connecting I-70 (east freeway), SR 204 (Frank-Refugee expressway) and I-270 (outerbelt).

John E. Bryner
Chair

Judith W. Stillwell
Vice Chair

John S. Ensign
Secretary

- o Adjacent land uses

West side

Judith W. Stillwell
Chair
Administrative Committee

Webster D. Junk
Chair
Franklin County Planning
Area Subcommittee

Timothy A. King
Chair
Legislative Task Force

Gary Panek
Chair
Local Government
Committee

Michael Greene
Chair
Transportation Advisory
Committee

Bill Hebig
Executive Director

Alum Creek Commerce Park
Southeast industrial park
Consolidated freight truck terminal
Freight-A-Ranger (FAR) truck terminal
Marble Cliff concrete products
Norfolk and Southern intermodal
(rail/truck) terminal

East side

Libbey-Owen's-Ford Co.
distribution center
U.S. Cargo terminal
OK Steel warehouse
Value City furniture
distribution

South terminal point

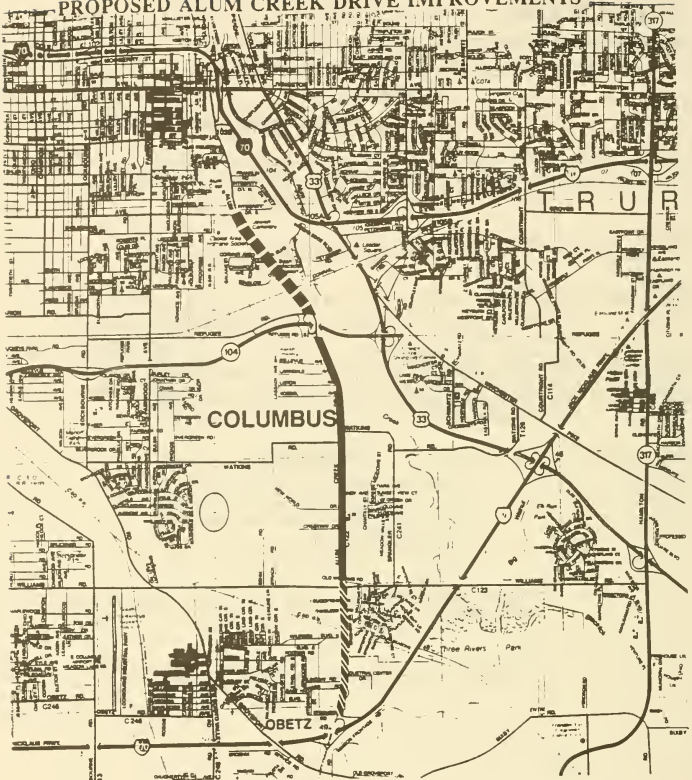
Rickenbacker Airport
Eddie Bauer/Spiegel (2.5 million sq. ft. proposed)
Landair Transportation air cargo distribution center
Whirlpool - 500,000 sq. ft.
Miscellaneous warehouses - 750,000 sq. ft.

- o 1990 traffic 12,700 average daily projected to 18,600 in 2010. Current two-lane roadway proposed to be widened to five lanes (including middle left-turn lane).

- o Construction in various phases between 1995 and 1999 from Frebis Road to I-270 - 4.25 miles. Total cost estimate - \$31.25 M Federal share - \$25.0 M

MO020394

PROPOSED ALUM CREEK DRIVE IMPROVEMENTS



PHASE #	AGENCY	TOTAL \$ AMOUNT	CONSTRUCTION DATE
 Phase 1	Columbus	\$10,361,000	March 98/99
 Phase 2	Columbus	\$16,363,000	July 99
 Phase 3	Obetz	\$4,524,000	March 95



City of Carmel

March 8, 1994

COMMENTS BEFORE SUBCOMMITTEE

My name is Ted Johnson. I am the Mayor of a small community located north of the city of Indianapolis, Indiana, named Carmel. We are located on the southwest portion of the 96th Street project. We are a fast growing, mostly residential community with a commercial base of office buildings. Our largest employer is Thomson Consumer Electronics. Their laboratories and North American headquarters are located in our community.

Some twenty-two years ago when I moved to Carmel there were discussions being held by public officials that consideration should be given to developing a secondary route from Interstate 69 (the Interstate providing travel to and between northwest Indiana and Indianapolis) including the building a bridge over the White River and using 96th Street as a foundation. These discussions were occurring at that time so the road could hopefully be a reality by the time the growth caused serious congestion at and on the Interstates throughout this area.

Unfortunately, here we are some twenty-two years later and all of the difficulties they projected at that time have not only come to pass but they have exceeded their expectations. Our county and more specifically the southern boundaries of our county and the northern boundaries of Indianapolis are the fastest growing areas in the State of Indiana. The Interstates and the primary roads are congested and will be inadequate to handle the future traffic in a very short time. There is no other relief to the congestion north of this location because it is five miles of residential land and development. The type of road required would be detrimental and unsafe to the citizens of the respective communities.

An important part of our commercial base is located in the area which this project would traverse and the access to the Interstate corridors is an economic consideration that is important to not only my community but each of the others represented here today.

The opportunities to fund such a project have been limited to us in the past because we are a part of a metropolitan Federal-Aid Urban allocation that serves many different communities including Indianapolis and there are just not enough funds available to do this job. There has not always been a common level of concern about the problems brought about as a result of the absence of this thoroughfare with the adjacent communities. This is no longer the

case as each of us are in agreement about the necessity and urgency of this problem. Along with my fellow officials here today, I also have a letter from the Mayor of Indianapolis supporting this proposal.

We believe funding of this project through the use of Intermodal Surface Transportation Efficiency Act Technical Corrections Bill Funds is important to our City, our County and our Region in the interests and name of safety, social and economic well-being and we would simply ask for your positive consideration of our request.

Bob Klawitter

Member Hoosier Environmental Council

Protect Our Woods

11663 E 475 N
Dubois IN 47527-9664
812-678-4303

Testimony from Protect Our Woods and The Hoosier Environmental Council on the
National Highway System Proposal for Indiana
Presented by Bob Klawitter
Before the Surface Transportation Subcommittee
March 10, 1994

Thank you for this opportunity to comment on Indiana's proposal for the National Highway System. Protect Our Woods represents 800 members, mostly landowners, dedicated to protecting the forests, rivers, wetlands, farmlands, and rural communities of Southern Indiana. The Hoosier Environmental Council represents 40,000 individuals in addition to 65 member organizations, working through education, advocacy and citizen empowerment in Indiana to restore and protect the natural systems upon which life depends. My name is Bob Klawitter.

I was pleased to hear Secretary Pena say recently, in a speech before the National Convention of State Legislators, that the NHS will replace pork barrel allocation of federal transportation funds with rational planning for economic efficiency. However, these good intentions have already been subverted by the inclusion of Congressional Priority Highways, guaranteeing that pork barrel politics will continue to dominate national transportation planning.

The Congressionally funded *Southwest Indiana Highway Feasibility Study*, 1990, analyzed the extension of I-69 from Indianapolis to Evansville, included as a Congressional Priority Highway in Indiana's NHS proposal. The study concludes that low benefit-cost ratios would make this highway a poor public investment. In spite of this study, for which he secured federal funding, 8th District Democratic Congressman Frank McCloskey has relentlessly promoted this highway and has managed to get it included in Indiana's NHS proposal, where it contradicts everything the NHS is supposed to stand for.

Relocating Instead of Creating Jobs

The *Southwest Indiana Highway Feasibility Study* of 1990 determined that an Evansville to Indianapolis freeway would create 371 jobs in Southwest Indiana in 20 years by business expansion, 1200 by business attraction, and 564 by tourism. Unlike the Indiana Department of Transportation's inflated numbers, these are not enough jobs to justify a highway that will end up costing much more than a billion dollars. But the highway would also cause 404 tourism jobs to be lost elsewhere in the State. The 1200 business attraction jobs would also be jobs not located elsewhere. Thus 3/4 of these jobs would be relocated rather than new jobs. The most avid proponents of the I-69 freeway agree that rural investment and jobs will come at the expense of other areas. *The Mid-Continent Highway (I-69)* (1992) was commissioned by The Southwest Indiana Regional Highway Commission: "a good portion of the economic impact involves firms relocating to a new better location--overall demand and output for the nation is only marginally affected." Again, "the redistribution of employment that can result from the construction of a new transportation system may be desirable, even if it comes at some expense to areas where those jobs might otherwise be located." (4-5)

In effect, federal funding for this highway will subsidize southwest Indiana's competition with other states and regions to attract businesses away from each other. The federal government should be discouraging such unproductive competition, at least to the extent of making the states and regions pay the costs of it themselves.

The Myth of Indiana's Depressed Rural Areas

Proponents justify this inefficient highway by its economic benefits to depressed rural areas. But unemployment levels for counties in the proposed I-69 corridor, north to south, are actually remarkably low (Indiana Department of Workforce Development, final for October 1993):

Morgan	3.3
Monroe	2.9
Greene	5.5
Davies	3.5
Pike	5.5
Gibson	4.7
Warrick	4.0

The fiction of depressed rural economies in the highway corridor serves the interests of real estate speculators and developers, whose investments will appreciate if the government subsidizes improved access to them. The temporary highway construction boom, though much smaller than INDOT predicts (Attachment A), will benefit highway builders and politicians who will point to the prosperity they have brought to their area. But long run economic and environmental effects will be negative. Financing business and residential relocation to rural areas causes increased energy use and associated pollution, promotes capital flight and urban abandonment, hurts labor unions, depresses wages, damages resource-based rural economies as well as watersheds and wildlife, and increases the national debt.

Urban Abandonment & the Rural Workforce

The Hudson Institute's *The Future of Southern Rural Indiana* (1991), by David Reed, suggests that "the United States could see another round of industrial migration to rural areas to rival that of the 1960s and 70s (26)."

Mr. Reed describes "the attractions of rural locations for many kinds of enterprise": "The costs of doing business are generally lower outside cities than within them, in almost all expense categories. ...Workers in rural areas are less likely to be unionized" and more likely to be better workers than their urban counterparts. (26) Besides offering cheaper, nonunion labor, how else is the rural workforce better than the urban? Southwest Indiana's rural workforce is poorly educated: "Fewer than two-thirds of the region's people were high school graduates in 1980 as against three-fourths of the nation's white population, and only one in five had a college degree as against one in five nationally (iv)."

Nor is the rural workforce larger. According to Mr. Reed's Hudson Institute study, "Much of the potential for economic growth in the nation's rural areas depends on ... the location or relocation of economic interests to areas where workers are available. ...Significant numbers of workers may become available in rural labor markets." (24) This assertion is contradicted by low unemployment in the highway corridor. In fact, the availability, as well as the reliability, of rural workers in Southern Indiana has been called into question recently even in high unemployment areas. In Orange County, for example, with the sixth highest unemployment rate in the State, 8.5% in December 1993, with 770 unemployed, industrial representatives complain that they can't find enough workers, and that turnover and absenteeism are high. As a result, employers question the accuracy of the complicated formulas that calculate high levels of rural unemployment. (Attachment B)

The myth of a large and superior rural workforce disguises a program for urban flight that appears to be racially motivated. "Despite the somewhat slower growth of the working-age population in rural southern Indiana than in the nation as a whole. ...the southern Indiana work force is highly regarded for both its work ethic and its trainability -- a product of what we have called the 'cultural capital' of the region." In fact, evidence for this cultural capital is anecdotal, and it turns out to be primarily the whiteness of the rural population. "Southern Indiana's black population remains, as it has always been, small. ...The only other minority group of any size, Hispanics, number only ...one-fourth the size of the black population." (*The Future of Southern Indiana*, iv)

Destruction of Rural Resources and Communities by Development

Especially since the available rural workforce is small, attracting businesses to locate in rural areas means attracting more workers to the country, countering the long-term demographic trend moving people into urban areas. Modern highway access is crucial to this kind of rural development, and also promotes suburban sprawl by opening up the countryside to commuters and residential development. Indiana 15 Regional Planning Commission's describes probable population trends in the area: "Neighboring metropolitan areas are already beginning to spill their population into the District in increasing numbers. This includes isolated commuter homes and smaller commuter communities. Of equal or greater importance is the trend toward recreation or second homes generally situated near water areas...." Indiana 15 identifies improved transportation, as well as water and sewers, as a key factor increasing likelihood of population growth in southwest Indiana. (**Overall Economic Development Program**, 1992) In fact, significant migration of industries and people to the countryside will occur only if it is heavily subsidized by public infrastructure spending.

Rural can be defined in terms of people and jobs per acre. If public spending succeeds in increasing rural population, the effect will be intensified land use and the elimination of rural economic and environmental resources, resource-based occupations, and traditional rural communities.

3,070 acres of farmland would be paved by the highway (Bernardin-Lochmueller & Associates). Farms fragmented by the highway would become less economically viable. But most loss of farmland would come from residential and commercial development caused by the highway. Family farming is still important in these counties. Their 2,634 farms have annual cash receipts of \$304 million (*Indiana Factbook, 1992*, Indiana Business Research Center). For every dollar received by farmers, up to \$5 are earned by related local businesses, or \$1,520,000,000 (*Is Farmland Protection a Community Investment?* American Farmland Trust, 1993).

About 1,630 acres of forest would be paved by the highway (Bernardin-Lochmueller & Associates). Indiana law values timber on condemned land at its value at maturity, in this corridor, \$9,141,000. But most loss of timberland would come from residential and commercial development caused by the highway. Most of Indiana's remaining forest is located in southern counties, where abandoned marginal farmland has reverted to forest. The counties in the highway corridor are >30% forested, including 578,100 acres, producing nearly 47 million board feet of timber, worth about \$13,152,440, every year. Dr. William Hoover, Professor of Forest Economics at Purdue University, estimates that each dollar of timber sold on the stump in Indiana generates \$8 of additional economic activity, or \$375,787,520. (Calculated from *Indiana Forest Statistics, 1986*, and letters from Indiana's State Forester and Dr. William Hoover)

Wildlife values likewise decline radically as forest fragmentation from development proceeds. Fauna such as forest nesting neotropical migrant birds are particularly vulnerable to fragmentation. The decline (currently averaging 3% per year) of these obligate insectivores, through loss of forest breeding habitat, in turn contributes to forest and timber damage by herbivory. (See Terborgh, *Where Have All the Birds Gone?* Princeton, 1989.) Declining migratory waterfowl habitat would also be destroyed. 72 acres of jurisdictional wetlands would be paved by the highway, including some rare bottomland hardwood wetlands (Bernardin-Lochmueller & Associates). But most loss of wetlands would come from residential and commercial development caused by the highway. 86% of Indiana's wetlands have already been lost to agriculture and development. Development in rural watersheds will also increase pollution of streams and reservoirs critical to the public water supply.

Public Opposition

We are disturbed by the lack of opportunity for public input on Indiana's National Highway System proposal. Indiana began holding public hearings on May 4, 24 days before the State's proposal was due. Final public comments were due 4 days before the State's deadline. This is a travesty of public involvement: clearly, changes based on public comment cannot be made in 4 days. Officials of Metropolitan Planning Organizations have been consulted. But

rural people and the general public have been left out.

Nevertheless, there is evidence of serious public opposition to the highway, in spite of a concerted effort by politicians and chambers of commerce to sell it to Hoosiers. Farmers and landowners in Monroe, Greene, and Gibson counties are practically up in arms. Three Monroe County State Legislators have spoken against it. Indiana's environmental movement is solidly against it. The Hoosier Environmental Council has collected more than 30,000 petition signatures against it to date. *The Indianapolis Star*, the State's largest newspaper has editorialized against it (Attachment C). And *The Evansville Courier* conducted a poll in October 1992, and concluded: "People in Evansville and Newburgh are ambivalent about the proposed interstate highway to Indianapolis. Many don't believe it would attract new jobs to the area. And they think the almost \$1 billion cost can't be justified." (Attachment D)

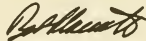
Conclusion

Indiana's large metropolitan areas are already well-connected by major highways, though some of these need serious improvement. Routes proposed for the Congressional Priority Corridors stand out on the *Indiana Proposed National Highway System Map* as unnecessary additions requiring the construction of entirely new highways. These corridors would be equally well served by upgrading existing routes. Proposed new routes will promote urban abandonment and residential and commercial sprawl. This sprawl is inefficient in time and energy, expensive to provide with public services, and damaging to wildlife and watersheds and the rural economy. Indiana should be proposing a rational, efficient, futuristic transportation system rather than these porkbarrel construction projects.

The Indianapolis to Memphis (Houston) Corridor through Evansville is already served by two existing routes: (1) I-70/US 41, and (2) US 231/US 50/SR 37. Because a third route in this corridor is unneeded, unjustifiably expensive, damaging to the traditional rural economy and natural systems, and resisted by urban and rural citizens, one of the existing routes should be designated the Indianapolis to Houston Corridor, preferably I-70/US 41.

The National Highway System should serve national interests. It will have little value as rational national transportation planning if it becomes the captive of local pork barrel politics, as it has in the Indiana Proposal.

Respectfully submitted,



Bob Klawitter
Executive Director, Protect Our Woods
Vice President, Hoosier Environmental Council

Attachment A

SOUTHWEST INDIANA HIGHWAY FEASIBILITY STUDY

APPENDIX C
SUPPORT MATERIALS FOR CHAPTERS 6 AND 10Construction Spending Benefits

Based on the construction costs, construction period economic benefits were calculated for each of the alignments studied. The results are shown in Tables C.1 and C.2. Table 3.1 expresses benefits in constant 1989 dollars. In Table 3.2, these sums were discounted, to facilitate comparison with other benefits and costs.

In constant (non-discounted) dollars, the A/Freeway alignment would generate an increase of \$403 million in state-wide output (sales), and \$233 million in disposable personal income (Table C.1). The other alternatives would generate output (sales) and income benefits which are lower, in direct proportion to the difference in the construction costs for each.

These sums include all direct, indirect and induced benefits resulting from construction, modeled through the year 2020. It was assumed that construction occurs between 1995 and 1999. Approximately 55% of all goods and services required for construction are purchased within the state, based on input-output data in the REMI econometric model. The balance are purchased out-of-state. Of those inputs purchased within Indiana, a total of \$1.34 of sales occurs for each dollar spent directly on construction. Employment impacts during construction range from an average of 1934 for the A/Freeway to 690 for the C alternative. These are 5-year construction period averages.

Discounted Benefits and Costs

The discounted benefits and costs used to calculate the benefit/cost ratios appearing in Table 10 in Chapter 10 are shown in Table C.3.

TABLE C.1
SUM OF CONSTRUCTION BENEFITS BY ALIGNMENT (1)

Impacts	A/Freeway	A/Modified	B	C
Employment (2)	1934	1506	1682	690
Disp. Pers. Inc. (3)	\$233	\$182	\$213	\$83
Output (Sales) (3)	\$403	\$314	\$369	\$144

The Paoli Republican

raon industries need workers to expand; officials question unemployment figures

There is no unemployment in Orange County, according to the consensus of local officials gathered Thursday for a forum at the Paoli Chamber of Commerce office.

The factory officials say the unemployment figures for Orange County must be wrong because they are in direct contrast to the actual situation. In reality, they say, they have jobs screaming for workers. They need more workers to expand and keep enough employees to fill them.

Several of the industry officials said Thursday they would like to expand but haven't been able to find enough workers.

Bud Farlow of Indiana Handle, a Paoli furniture manufacturer, said he would like to expand but can't find enough workers. "But we can't, because we can't get the help. If you wanted 10 workers, they're not out there," he said. "We need more workers."

Les Troutman, general manager of a furniture factory last year, said he had 100 people last year, according to owner Bob Lindley, but only 25 people left at the end of the year.

The main purpose of the Thursday meeting was to give the factory officials the opportunity to publicly challenge the accuracy of the unemployment figures.

Representative from the office of Eighth District Rep. Frank McCloskey, and members of the Paoli Chamber of Commerce gathered to hear the officials' side of the story.

The problem the local factories have with hiring and keeping workers is a common one, officials cited high employee turnover rates last year, a year in which the county's unemployment rate climbed as high as 12 percent.

Chester Massingale, plant manager for B&B Shoe Corp said his company averaged 150 employees last year, but lost 100 employees and going through the year. B&B sent out 264 W-2 tax forms for the year.

Honor Scouts

Boy Scouts Week in blizzard observed Feb. 7-13 last year. Although there is no official celebration for the week, the Paoli Chamber of Commerce will display at the Paoli Elementary School.

The week kicked off with a parade on Monday, Feb. 7. Sunday and Scouts were encouraged to attend church services. At the Paoli United Methodist Church, the Scouts were recognized and all former Boy Scouts were also honored.

Scouts include the Cub Scouts who have a den in Paoli, Spring Valley and Orleans.

Welfare staff believes only few 'hide' from employment

Representatives of the Paoli Chamber of Commerce officials for a discussion on the contradiction between the county's unemployment figures and the fact that they have in keeping a sufficient work force, feel that abuse of the welfare system is one of the root causes of their problem.

But, while some residents make living on welfare a way of life, others are looking for a quick to point out that they were not condemning the welfare system itself, but the people who abuse it by finding ways to avoid the system when they are able to work.

for the year.

Massingale said he would like to add at least 50 people to the staff of his company, but can't find enough workers. "But we can't, because we can't get the help. If you wanted 10 workers, they're not out there," he said. "We need more workers."

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Raymond "Bud" Farlow, left, Harold Joase, Brian Haller from the office of Eighth District Congressman Frank McCloskey, and Debra Bennett were among those attending a forum Thursday which concerned the difficulty local industries are having in hiring employees, despite the county's high unemployment rate.

(Photo by Valerie Moon)



Raymond "Bud" Farlow, left, Harold Joase, Brian Haller from the office of Eighth District Congressman Frank McCloskey, and Debra Bennett were among those attending a forum Thursday which concerned the difficulty local industries are having in hiring employees, despite the county's high unemployment rate.

(Photo by Valerie Moon)

the year. His plants employ a total of 85-90 people, but 180 W-2 forms were sent out for 1993. "We're looking at the unemployment figures and we're not getting the people," he said.

Les Troutman cited a 74 percent employee turnover rate for his company in 1993. "We're looking at the unemployment figures and we're not getting the people," he said.

Debra Bennett, speaking for the county's unemployment office, said that the unemployment rate for the county was 12 percent last year. "We're looking at the unemployment figures and we're not getting the people," she said.

(Continued To Page 2)

Dooley pointed out that all of the people in the core group of 100 people who were laid off were not the same people who were laid off. "We're looking at the unemployment figures and we're not getting the people," he said.

Debra Bennett, speaking for the county's unemployment office, said that the unemployment rate for the county was 12 percent last year. "We're looking at the unemployment figures and we're not getting the people," she said.

(Continued To Page 2)

only few 'hide' from employment

benefits from the AFDC-UP program. It requires the employer to show their work history for the preceding two year period, and the person must have been unemployed for 18 months during that time.

"We've had to get on it," Dalton said. "Usually, people get on it to receive AFDC benefits."

To receive AFDC benefits, the person must be unemployed for 18 months during that time.

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only few 'hide' from employment

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To receive AFDC benefits, the person must be unemployed for 18 months during that time.

Attachment B-2

Tuesday, February 8, 1994, THE REPUBLICAN-Page 2

★ Believe there's no unemployment here

(Continued From Front)

Charlie Dooley said Hillcrest Manufacturing is experiencing the same problem as the others, in getting and keeping help.

"The point is that business is not on its back here," Jones said. "Everyone has added employment this year. We do have good business here and we are supporting the town. There is no unemployment in Orange County."

Absenteeism was also cited as a major headache for the factories. Massengale said 17 people were absent from work Thursday at the shoe factory, using the one-inch snowfall as an excuse.

Bennett said some employees of Joseph Industries who reside in Paoli have failed to come to work because of snow, while others who live farther away do come in. Massengale related a story about an employee who missed work because of her father's death — twice.

The group agreed that some snowfall excuses are legitimate, for example when it closes the schools, and employees are unable to arrange child care for their small children.

Wages

The industry officials do not believe that wage levels paid at local factories are the cause of their problem. Massengale said one employee who had a job where she could probably have earned around \$7.50 per hour had quit the shoe factory because she felt someone there didn't like her.

Most of the officials, if not all, said they pay employees more than minimum wage.

Lindley said his company initiated an incentive program last year to try to lower absenteeism. Through the program, employees can make up to 30 cents more per hour if they work every day, but the results haven't been encouraging, Lindley said.

Carolyn Parker from the Indiana Department of Workforce Development office at Indianapolis, said according to her figures, Orange County had the sixth highest unemployment rate in the state in December. The Department of Workforce Development, in cooperation with the U.S. Bureau of Labor Statistics, prepares the unemployment rate for each county in the state.

In November, Orange County's rate was 8.1 percent, the third highest in the state. In October it was 6.2 percent.

The unemployment rate is not based solely on the number of unemployment claims filed, Parker said. "Some people don't file for unemployment, but are

unemployed," she explained. "And some people, such as domestics and farmers, are not covered by unemployment. We have to take them into account."

Parker said the unemployment rates are figured through a complicated formula which uses, among other things, census information, unemployment claims, employment information, and "models from regression analysis formulas on past trends."

There are 43 steps used in determining a county's unemployment rate, according to Parker.

No answers were arrived at during the Thursday meeting.

and the group agreed to hold a second meeting in 30 days. Hasler suggested that representatives from the Department of Commerce, Indiana's Regional Planning Commission, the Division of Family and Children, state legislators, school representatives, and officials who determine the unemployment rate, be invited to attend.

In the meantime, he said the manufacturing representatives could put together a list of questions they need answers to, along with data such as the number of employees hired and lost, and the number needed. "Then we'll know what we're working with," he said.

★ Believes few 'hide' from work

(Continued From Front)

for assistance. If money is owed on the vehicle, that amount is subtracted to determine the family's equity, which cannot be more than \$1000.

In determining income, child support is considered, but not all of it is counted as income, Dalton said. Also, unemployment is counted differently than any earned income the family may be receiving.

In addition, the parent applying for the AFDC assistance must agree to cooperate with the prosecutor's office in making the absent parent pay child support, should he not be paying it. All but the first \$50 per month of the child support goes to the state, Dalton said.

The amount of AFDC assistance received is based on the number of children in the household, Dalton explained. Expenses are not taken into account.

The amount of AFDC money received is not large. A mother

with one child draws \$229 per month, and a mother with two children draws \$288.

The amount is the same for families receiving AFDC-UP. A household with two parents and two children receives \$346 per month, and a five-member family draws \$405, the same as a single mother with four children.

Dalton noted that the AFDC check alone would not be enough to support a single mother and her children. However, recipients also receive food stamps and full medical benefits, which include prescriptions and vision and dental coverage.

"There's not a lot of cash flow, but the other benefits make up the difference," Dalton said. "The incentive is not there to work."

In fact, with the cost of child care, a single working mother would in most cases not be able to make enough to support the family and provide all the benefits available through AFDC.

In Orange County, there were

156 active AFDC cases between July and October. By comparison, there are 584 active food stamp cases.

The Division of Family and Children has implemented a new program, the Impact Program, which is aimed at training recipients or placing them in jobs. A parent is required to participate in the program if there is no child under the age of three in the household. If the person refuses to cooperate, he or she can be sanctioned, and faces the possibility of losing benefits.

However, because the program is not 100 percent funded, the caseworker is able to work with only a handful of local families who are eligible. The county shares the caseworker, Herb Gordon, with Harrison County.

According to Dalton, some clients have had to be threatened with loss of benefits before they would cooperate with the IMPACT program. "It has loopholes and they scramble to find them," she said.

EDITORIALS

MONDAY, JUNE 3, 1991

"Let the people know the facts and the country will be saved."—Abraham Lincoln

Highway high jinks

That strange and high-priced plan for a highway route from central Indiana to Evansville by way of nowhere keeps coming back to life like a concrete Count Dracula.

Evansville boosters, politicians and development professionals have been pushing it since the 1960s. Yet study after study shows it would not be cost effective.

The planners' preferred route is certainly not the shortest distance between two points. The route heads west out of Bloomington toward the area of Newberry in south central Greene County, where almost no one is or goes, and only then veers out. At one time the route's cost was estimated at \$1 billion, though the Indiana Department of Transportation now is using a figure of \$775 million. Don't count on that price.

Some people in southwest Indiana are sensing a bonanza, but at a huge expense to the general public. Under the state's present planning the northern 28 miles of this 80-mile route would go under construction in 1996, and then the state would be committed almost irreversibly.

So the time for Gov. Evan Bayh to start explaining such plans and expenditures is now.

There already is one dual lane route to Evansville from Indianapolis, via I-70 and U.S. 41. If one wants a different route, especially by way of Bloomington, the solution is obvious: I-64 already crosses southern Indiana from Louisville to the Evansville area, and dual lane Ind. 37 extends from Indianapolis to the far side of White River at Bedford.

A route could be built farther southwest to I-64. In fact, the state next year is to begin extending the dual lane version of Ind. 37 south to Mitchell, and from there it is only about 33 miles to I-64.

In a decade when Indiana tax money is under so much pressure, why are we even considering such a high jinks plans to build a billion dollar detour route?

THE INDIANAPOLIS STAR

Eugene C. Pulliam 1889-1975, Publisher 1944-1975

Eugene S. Pulliam
Publisher

W. A. Dyer Jr.
President

John Lyst
Editor

David B. Wright
Business Manager

Malcolm W. Applegate
General Manager

Frank Caperton
Managing Editor

CITIZEN AGENDA

1 running obstacles

Some differences in the way blacks and whites responded (rated as very important or very worried)

Black response
White response

How worried are you that your children will not be able to find jobs when they become adults?

75%
42%

How worried are you that you or someone in your family will face discrimination?

11%
54%

How worried are you that someone in your family will be involved with illegal drugs?

45%
12%

How important of an issue is race relations to you and your family?

82%
65%

How important of an issue is abortion to you and your family?

39%
52%

How important is expanding city bus service to you and your family?

Many can't justify new highway

By ROBERTA HEIMAN
Courier staff writer

People in Evansville and Newburgh are ambivalent about the proposed interstate highway to Indianapolis. Many don't believe it would attract new jobs to the area. And they think the almost \$1 billion cost can't be justified.

Those were the findings in a recent poll of 428 residents to measure public attitudes on community issues.

The Evansville to Indianapolis highway was rated as "very important" by 38 percent of respondents. An equal percentage said it was "somewhat" or "only a little" important.

The other 24 percent — almost one in four polled — said the highway was "not at all important." No other community economic issue was rated as "not at all important" by that many people.

The poll, commissioned by The Courier, WEVV-Ch. 44 and Leadership Evansville, was one of the first measures of local public attitude about the highway.

"It surprises me," said Evansville insurance agent Bob Bonds, who thinks construction of the highway is crucial for local economic development. "If it's not important to people," he said, "then maybe we can say Evansville is a hick town. Maybe that's what people want — if they're not interested in improving the area."

Business and government leaders have put the highway at the top of the local agenda. Cost of the new road have been estimated at \$800 million to \$1 billion.

Supporters say the highway would provide Evansville its missing link to major interstate routes for commerce.

But many local residents said they think the

highway would do little more than cut a few minutes off the drive between here and the state capital — where they seldom go.

"Not that we couldn't use it, but there are other things we need more than that," said R. Dale Cartwright, a retiree who lives in one of Evansville's older neighborhoods.

That would be give higher priority? "Sewers. We need a new sewer system in the city," he said. "That's very important."

Glenda June Roberts, who works in housekeeping at the Evansville State Hospital, said there's a big list of other things she would spend the money on before building the highway. The hospital was one. "And the homeless."

Some said reducing the nation's almost \$4 trillion deficit has to take priority. "The highway would be nice, but it's kind of a luxury item if you ask me," said Newburgh salesman Patrick Thompson.

Thompson was among those who said they don't think the highway would be an economic development tool for the Evansville area.

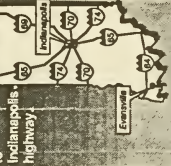
Faultless Casler retires Lloyd Sills said he "just can't see where it would help bring more jobs and industry here."

"My version of it is, our problem is not lack of a highway but local leadership," he said.

The same assessment came from Stephen Smith, owner of a small construction company in Evansville. "You'd think I would want this highway," he said. "And I do think it would be a nice thing if it was actually to attract business. I'd be willing to pay higher taxes to pay for it."

"But the highway alone wouldn't bring industry here," Smith said. "A prime example is the parkways in Western Kentucky. Those are wonderful highways, but by themselves they didn't bring industry there."

The Courier poll did not find overwhelming support for the proposed Evansville to Indianapolis highway.



Question: How important is the Evansville to Indianapolis highway to you and your family?

Very 38%
Somewhat 28%
Only a little 11%
Not at all 23%

Older age groups tended to view the proposed highway as more important than younger age groups did. Here is how it was ranked by age group.

Age group	Very important
18-34	33%
35-49	34%
50-64	38%
65 and older	46%

Courier graphic by LARRY PHILK

SCHOOLS

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 Indianapolis, Indiana 46202
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February 28, 1994

The Honorable Nick J. Rahall II, Chairman
 Committee on Public Works and Transportation
 Subcommittee on Surface Transportation
 B-376 Rayburn House Office Building
 Washington, D.C. 20515

Dear Chairman Rahall:

The Hoosier Environmental Council (HEC) is Indiana's largest non-profit environmental advocacy organization. HEC is a coalition of 67 member groups ranging in diversity from traditional environmental groups to church groups and labor unions. HEC also has an individual membership of approximately 40,000 Indiana citizens.

HEC is strongly opposed to the proposed Indianapolis-to-Evansville Highway, also known as the "Indianapolis-to-Houston Highway" or "I-69 Extension". There have been seven government-funded studies since 1966 on the economic feasibility of the Indianapolis-to-Evansville Highway, none of which have recommended construction. The most recent study (Southwest Indiana Highway Feasibility Study, by Donohue et al), funded by Congress at a cost of \$500,000 and completed in 1990, concluded. "based on the results of the benefit/cost evaluation, construction was not recommended". Despite these studies, the plans for the highway continue and taxpayers are continuing to foot the bill for engineering and environmental studies.

Pouring money into this highway also detracts from other transportation projects which are less costly and less damaging to the environment, such as maintaining existing roads or investing in mass transit. Alternatives such as upgrading existing roads are not being considered by the Indiana Department of Transportation in their environmental studies of the highway. The highway would destroy at least 4,000 acres of farmland, forests and wetlands, increasing noise, air, and water pollution. It would bisect southwest Indiana's karst region, damaging habitats for endangered blind cavefish and bats. The highway would encourage urban sprawl into rural communities, destroying the rural quality of life. Towns all across the country are waking up and trying to stop the "Wal-Mart Syndrome" of fringe development that ruins small downtown economies. The Indianapolis-to-Evansville Highway will encourage this syndrome in Southwest Indiana.

The Honorable Nick J. Rahall II
Page 2

Plans for the Indianapolis-to-Evansville Highway are a direct contradiction to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) Declaration of Policy:

"It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the nation to compete in the global economy, and will move people and goods in an energy efficient manner.

The national Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner, including the transportation systems of the future, to reduce energy consumption and air pollution while promoting economic development and supporting the Nation's preeminent position in international commerce."

The Indianapolis-to-Evansville Highway: 1) has been found by all government funded studies to be economically inefficient; 2) is not environmentally sound, 3) is not energy efficient; 4) is not a transportation system of the future; and 5) will increase energy consumption and air pollution. Lastly, I would argue that increasing the national debt by spending over one billion dollars on a highway that is not needed, coupled with the effects on the U.S. trade deficit resulting from increased dependence on foreign oil by encouraging auto use, will actually reduce the Nation's ability to compete in a global economy and threatens our preeminent position in international commerce.

For these reasons HEC believes the Indianapolis-to-Evansville Highway should not be included in the National Highway System. There is widespread and growing citizen opposition to this project throughout Indiana. HEC has collected over 30,000 signatures on petitions opposing the highway's construction (sample petition enclosed). We hope that your committee will take these concerns into consideration and remove the Indianapolis-to-Evansville Highway from the proposed National Highway System and stop all future funding of this project. Thank you for your consideration.

Sincerely,



Andrew J. Knott
Air and Energy Policy Director

Enclosure

TO: GOVERNOR EVAN BAYH and OTHER ELECTED OFFICIALS
FROM: THE CITIZENS OF INDIANA

With my signature and donation I join the Hoosier Environmental Council and my fellow citizens in demanding that the State spend its transportation dollars on cleaner, more energy efficient transportation programs that will reduce air pollution and climate change, while providing jobs for Indiana citizens.

I reject the State's plans to spend over \$1 billion on a new Indianapolis-to-Evansville Highway, which will save only 8 minutes in travel time, and was found by an independent government study to be a waste of our tax dollars.

I support the JOBS AND ENVIRONMENT TRANSPORTATION PLAN that calls for repairing existing roads; protects our natural heritage and reduces air pollution; uses existing funds for improved mass transit including passenger trains; and allows for "town hall" discussions at public transportation project hearings.

NAME	STREET ADDRESS	PHONE
KAREN G. RANCI FIGUEROA	8171 FARMER BLVD. DR. FISHERS	849-6144
James W. Dick	59 Farmers Dr. P.O. Fishers	842-5545
Karen L. ...	5151 FARMER BLVD. DR.	849-6143
Don & Cathy Latta	8205 Farmer Blvd	841-0722
Chris ...	8337 Farmer Blvd	841-2765
Donna ...	13023 Farmer Blvd	849-2350
Nancy + Chuck Egan	12971 Jones Dell Pl	842-4838
Patricia M. ...	13903 Farmers Dr. Fishers	847-1034
Chris M. ...	12934 Jones Dell Pl.	849-1743
M.S. ...	12934 Farmers Dr. Fishers	849-1743
Carol ...	8165 FARMER BLVD. DR. FISHERS	842-5923
Jim ...	13011 Farmer Blvd. Dr. Fishers	842-3551
Brian K. ...	8444 Farmer Blvd. Dr. Fishers	845-4463
John ...	8277 Farmer Blvd. Dr. Fishers	841-0096
Glenda ...	12957 Farmer Blvd	842-7164
Kay ...	13026 New Brittan Dr.	841-9677

For HECAF John Ziegler
City Fishers Date 2/94



1933

A presentation to the

House Subcommittee on Surface Transportation

The Honorable Nick J. Rahall, II - Chairman

Requesting additional funding for the Engineering and Design of **I-69** from Indianapolis to Evansville, IN and including **I-69** in the National Highway System, and extending it all the way from Indianapolis, IN to Houston, TX.

By:

Robert L. Koch II
President & CEO
George Koch Sons, Inc.
10 South Eleventh Avenue
Evansville, IN 47744
Phone 812-465-9869
Fax 812-465-9614

March 10, 1994

It is my honor and privilege to address you today on the economic potential that awaits us with the extension and completion of I-69 through Indiana and extending all the way from Port Huron, Michigan to Houston, Texas.

I am the fourth generation President of a 120 year old, privately held, family company located in Evansville, IN. We are primarily a manufacturing company, and as a manufacturer, through the efforts of our employees, we add value to create products that are sold outside our area, which brings new money into our area, effectively creating a trade surplus.

We build painting systems for automobile manufacturers, appliance manufacturers, and any manufacturer that has painting as a part of its production process. Our strengths lie in our new equipment that eliminates pollution usually associated with painting systems. We are the second largest manufacturer of aluminum diecastings in the United States, and have just developed a process that makes ultra-high strength diecastings. We produce specialty industrial sealants and adhesives and we have in testing a new low cost flexible epoxy. We distribute air conditioning equipment throughout Indiana, Kentucky, and parts of Illinois and Tennessee, and we sell replacement brake parts and hydraulic parts

worldwide for use on heavy duty, off-road vehicles in mining and construction.

It has been shown that 80% of job growth comes from existing industry. We have 1900 employees working in our plants along the proposed I-69. These 1900 people are in Indianapolis, in Evansville where our home and headquarters is, in Henderson, Kentucky, and in West Memphis, Arkansas. In the Evansville area we employ approximately 5% of the area workforce engaged in manufacturing. On an average day we will receive shipments from some 45 or more trucks, and ship out 30 truckloads of completed goods.

While our products are shipped around the world, the majority go north into Michigan and Northwestern Ohio. Our automotive customers now demand "Just in Time" delivery. They want us to move our plants next to theirs. However, I am convinced that we can keep the jobs where they are and add more jobs with a new I-69 extending from Evansville to Indianapolis, which would directly connect us to Michigan. I-69 extended from Evansville to Port Huron would provide the quality infrastructure necessary for us to more effectively and reliably serve our customers and provide more jobs in Southwestern Indiana.

Additionally, an equally exciting potential exists for us to open new markets in Mexico with the passage of NAFTA. The Mexican economy is growing and extending I-69 south to Houston would give us the opportunity to supply many Mexican companies. Our studies show that with I-69 running south to Houston, we will be able to deliver diecastings, sealants, adhesives, and capital equipment made in Indiana and Kentucky to Mexico for lower costs than we, or anyone else, can produce these products in Mexico.

I would like to add another positive trend that will leverage the economic impact of extending I-69. That is the substantive steps taken to improve K-12 and Higher Education in Indiana. In the Evansville school system - third largest in the state - three years ago 33% of the students were in the general lane, which requires the least effort to get a high school diploma. Through a joint business-education effort, that percentage has been reduced today to 15%, less than half of what it was three years ago. Students are taking more rigorous, more challenging courses. Further progress will be made as the general lane will be eliminated in two more years.

On February 6, 1994, in the first ever joint meeting of the Indiana State Board of Education and the Indiana Commission of Higher

Education, a new minimum requirement for High School courses was adopted so in four years for a student to be considered for any College or University in Indiana new standards must be met, including a full year of high school physics. We are beginning to do a better job in our schools so those entering the work force will be better prepared.

You can see we are poised, perhaps better than most areas, to take full economic advantage of the new I-69 by adding substantial number of new jobs that existing industry can add. Therefore, we respectfully ask that you approve Congressman McCloskey's and the Indiana Department of Transportation's request for additional funding for the design and engineering for I-69 to connect Indianapolis to Evansville and include this in the National Highway System. Also that you approve extending I-69 from Indianapolis, IN to Houston TX.

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**TESTIMONY BY THE PORT OF BROWNSVILLE
REGARDING THE PROPOSED NATIONAL HIGHWAY
SYSTEM AND ANCILLARY ISSUES**

**SUBMITTED TO THE SUBCOMMITTEE ON SURFACE
TRANSPORTATION,**

**COMMITTEE ON PUBLIC WORKS AND
TRANSPORTATION**

U.S. HOUSE OF REPRESENTATIVES

BY

C. JAMES KRUSE, GENERAL MANAGER & PORT DIRECTOR

MARCH 10, 1994

MR. CHAIRMAN, REPRESENTATIVE PETRI, AND MEMBERS OF THE SUBCOMMITTEE:

I want to thank you for providing the Port of Brownsville, Texas, with this unique opportunity to testify in support of three high priority surface transportation improvement projects which we believe warrant inclusion in your proposed National Highway System legislation. We take very seriously the 18-point criteria that you have set forth for projects in your proposed bill, and we believe that each of our three priority projects can meet the test.

On behalf of the Port of Brownsville, I applaud you and your Subcommittee for acknowledging the need to move forward with National Highway System legislation and for acknowledging that much has changed since the original landmark Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into law. Although one of our highest priority surface transportation projects--the Brownsville Railroad Relocation Project--was authorized in the original ISTEA bill, your initiative and follow-on legislation will provide the Port and others around the Nation an opportunity to address their changing requirements in the area of surface transportation. For that, the Nation owes you a deep debt of gratitude.

The Port of Brownsville is a deepwater seaport and industrial park located in south Texas on the border with Mexico. The Port holds a unique position in the implementation of the North American Free Trade Agreement due to the fact that it is already a binational industrial development engine. It is poised to become a prime example of a binational free trade system. However, the full potential of this new era cannot be realized without some help.

As in other parts of the country, Brownsville suffered some rather severe economic setbacks in the decade of the 80's:

1. The Port of Brownsville's cargo has traditionally been dependent on Mexico. When the peso devaluation began in 1982, cargo volumes fell precipitously and, although

tonnages are improving once again, they have never recovered.

2. The real estate and oil industries in the region both "crashed" in the early 1980's, further damaging the economy and the Port's ability to compete.
3. The Lower Rio Grande Valley, where the Port is located, is one of the most economically distressed areas in the nation. Compounding this problem is the rapid population growth experienced in the area.
4. The tax base in the area is low. While the Port relies more on its self-generated revenues than it does on taxes, this lack of a tax base severely restricts the Port's ability to keep up with the capital-intensive needs of the maritime community.

On the positive side, businessmen in the Brownsville area have a wealth of experience in dealing with international trade matters, especially in relation to the "maquiladora"--or twin plant--concept. The area has an abundant under- and unemployed labor force. All the major modes of transportation are available within a very small radius, and the connections are excellent.

Brownsville's advantages have caught the eye of potential investors in the U.S., Mexico, the Orient, and even in Europe. However, there has always been one problem--the condition of the region's infrastructure.

The Port of Brownsville and area residents are not sitting with their hands folded, waiting for the U.S. government to bail them out. In fact, the Port has shown that governmental entities can be efficient--staffing is at 40% of previous levels while revenues have begun showing a consistent growth pattern. But more importantly, the area has shifted from a "survival mode" to a proactive, future-oriented mindset.

To illustrate the level of commitment of Brownsville area residents, it should be noted that in the last 5 years these citizens have approved over \$200,000,000 in tax bonds to improve the physical and educational infrastructure of the area. During the same time, local entities have sold more than \$200,000,000 in

revenue bonds. This is a commitment of over \$400,000,000 made by a city of 100,000 inhabitants located in one of the poorest areas in the country.

But an economically distressed area can only progress so far on its own. This area must receive some assistance to be able to meet its goal of becoming a self-sustaining economy.

Toward this goal, we would like to present three projects for this subcommittee's consideration.

BROWNSVILLE RAILROAD RELOCATION DEMONSTRATION PROJECT
(Please see Exhibit A)

The Brownsville-Matamoros Railroad Relocation Project was initiated by the 1973 Federal Aid Highway Act. The Project, designed to be implemented in three segments, will relieve Brownsville and its sister city of Matamoros, Tamaulipas, Mexico of rail traffic moving through the downtown areas, relieve congestion, and remove hazardous materials being transported by rail from the urbanized area.

Segment I was the construction of a highway bridge crossing over FM 511 and the Union Pacific railroad where that highway and the rails enter onto Port property. Segment I was contracted out by the Texas Department of Transportation and construction began in early 1992; it was completed in early 1993.

As the Act called for construction of "independently usable segments", Segment II, the construction of railroad trackage from the Union Pacific tracks on the west side of Brownsville to the Southern Pacific railroad north of Brownsville, failed to meet the requirement. This segment, without the continuance of trackage to the Port of Brownsville, does not constitute an "independently usable segment", and was passed over, with the concurrence of TxDOT and FHWA, in favor of construction of Segment III.

Segment III is the construction of some 6.3 miles of track and 2 highway bridges, to connect the Southern Pacific railroad to the Union Pacific railroad at the Port of Brownsville. Funding from various sources is in place for the construction of this segment,

and construction start awaits only the approval of the Archeological Survey, already in the hands of TxDOT and FHWA. The budgeted cost is \$21.4 million.

To complete the project by implementing Segment II, an additional \$14.6 million will be required. Historically, this project has been funded as a demonstration project on a line-item basis, but we are proud to be able to tell you that this project is now under construction. Phase 1 of three phases has been completed and the second phase is under way. We are seeking line-item funding in an attempt to complete the final phase of this project quickly and efficiently. The State has programmed some ISTEA funds for certain improvements related to the project (specifically, two overpasses).

PORT TERMINAL RAILROAD REHABILITATION
(Please see Exhibit B)

The Brownsville and Rio Grande International Railroad ("BRG") assumed the Port of Brownsville rail service operations from the Missouri Pacific Railroad in 1984, following years of little or no traffic growth promotion and minimal expenditures for track maintenance by the Missouri Pacific, with consequent overall deterioration of the 33-mile system.

A \$1.2 million Federal Railroad Administration Local Freight Rail Assistance track rehabilitation grant in 1984 allowed the BRG to bring track conditions back up to a minimal FRA Class 2 level, permitting some improvement in operating efficiency.

However, as mentioned previously, the BRG and the Port of Brownsville suffered a severe business downturn, as did the rest of the State of Texas, in the 1980's. Reduced funding restricted maintenance expenditures, and the overall condition of the system continued to deteriorate, although BRG personnel were able to maintain the Class 2 track conditions, permitting continuing operations.

Since 1990, Port business has increased markedly, with an increase in rail car loadings in 1992 of some 76.6% over 1991 and fairly steady volumes since then. The BRG has expended significant amounts of cash to maintain the existing tracks, to upgrade

customer service and to meet requirements of Port improvement projects. Four major "at grade" truck/rail crossing rebuildings and track and bridge reconstructions in conjunction with the Port's highway improvement program are among the major expenditures. Required repairs to some 15.3 miles of track and replacement of 1,400 feet of track are estimated to cost some \$1.4 million dollars.

The Port of Brownsville/Mexico international bridge, construction of which is anticipated to commence in 1995, will require an additional three miles of new track to connect the Port's present system to the international bridge. Cost of this trackage is estimated to be \$1.6 million.

In summary, minimum funds required to upgrade the present system and to add additional trackage are estimated to be \$3 million.

PORT OF BROWNSVILLE ROAD REHABILITATION/CONSTRUCTION (Please see Exhibit C)

The Port of Brownsville has, since the mid-1940's, been heavily dependent on Mexican commerce moving primarily in and out of Mexico by truck, the mainstay of Mexican commercial traffic.

During the economic blight of the 1980's, the slowdown in commerce and the resultant lack of revenues put the Port in a "holding" position in every way, not the least being maintenance of roadways within the confines of the Port. Road repairs for the main roads was carried out on a "must do" basis, rather than on a continuous schedule, and secondary roads were, by necessity, sorely neglected. All roads suffered deterioration to some considerable degree.

With the resurgence of the Mexican economy in the late 1980's and early 1990's, more Mexican trucks, as well as U.S. carriers, returned to the Port. Most trucks entering and leaving the Port have become larger and more heavily laden, hastening deterioration of the already damaged road system.

In 1993, an EDA grant in combination with Port funds enabled the Port to rehabilitate three major roadways around the Main Turning Basin, costing approximately \$1.76 million. Funds were

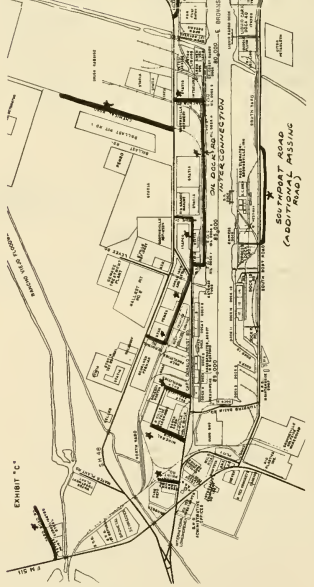
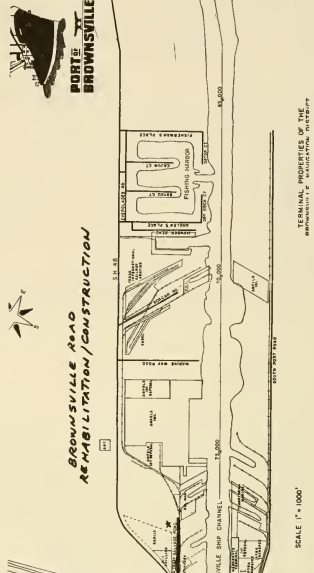
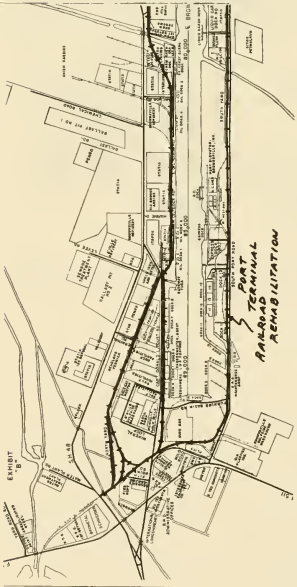
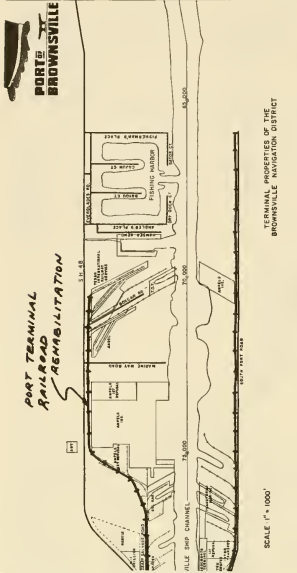
insufficient for rehabilitation of secondary roads serving various lessees, such as petroleum and liquid chemical terminals, agricultural product shippers and bulk materials handlers.

In order to handle the increased truck traffic and the construction of a new liquid bulk dock and new dry bulk/heavy lift dock (projects which are both under way), the Port will need to construct new roads to connect those two facilities to the present road system. All roads, new or rebuilt, will have to be constructed to withstand the expected increases in vehicle size, the volume of traffic and the weight transported.

Approximately 4 miles of road will be constructed/upgraded under the proposed program. The cost of rehabilitation of the present roadways included in the project plus the cost of construction of the required new roads is estimated to be \$2.1 million.

The Port of Brownsville is committed to creating meaningful employment opportunities. The projects included in this document, when combined with the projects the Port already has in progress, should enable the Port to meet its goal of generating 3,000 new jobs over a 5-year time period. A very high percentage of these jobs will go to Hispanic citizens who have suffered from a lack of economic opportunity in the past. With your assistance, it is possible to turn the Lower Rio Grande Valley from an economically distressed area into an area of opportunity.

Once again, we thank you for your courtesy and we applaud your vision.



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TESTIMONY PRESENTED

ON MARCH 10, 1994

TO

THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

REGARDING SECTION 3 GRANT
WI -03-0054

PRESENTED BY

THOMAS P. KUJAWA, MANAGING DIRECTOR

MILWAUKEE COUNTY TRANSIT SYSTEM
1942 NORTH 17TH STREET
MILWAUKEE, WI

(414) 937-3202

Representative Nick Joe Rahall, Chairman; Honored Members of the Subcommittee on Surface Transportation

My name is Thomas P. Kujawa, and I am Executive Director of the Milwaukee County Transit System (MCTS), a position which I have held for nine years.

I am here to request that the Committee provide funding through Section 3 of the Federal Transit Act for the purchase of 150 buses to replace 150 GM RTS II buses purchased in 1980. These vehicles will help MCTS to provide the people of Milwaukee with attractive, efficient and reliable transportation services. They will also allow accelerated compliance with Americans With Disabilities Act (ADA) and Clean Air Act (CAA) goals.

The Milwaukee County Transit System employs 1500 people and operates 450 buses. In 1993, MCTS carried over 60 million passengers. In an independent audit, conducted by John Doolittle and Associates in 1990, MCTS consistently received high marks for ridership levels, service productivity and overall efficiency. MCTS has an impressive record of safety, innovation and service. We are a good example of what is "right" about transit, and why transit is "worth investing in!" ... and there are numerous other systems like MCTS across the country.

An investment in transit is a good investment. Transit is a contributor! It provides mobility; access to jobs and services; and support for development. It contributes to the quality of our lives. We look to transit to solve our nation's problems:

- to provide access to jobs
- to provide mobility for the disabled
- to lure people from congested roadways
- to clear the air!

But we must have reliable service in order to meet these goals ... and our service reliability is being threatened by aging equipment. Across the United States, the average fleet age is 8.4 years. The average age of MCTS' fleet is almost 12 years. This age differential significantly affects service reliability and ultimately ridership.

Transit buses have a design life of 12 years or 600,000 miles. The 150 RTS buses which we would like to replace with this grant will be more than 15 years old by the time new vehicles could be purchased under this grant. If Section 3 dollars are not available for this purchase, these buses will be 18-19 years old before they are finally replaced!

So ... what difference does this really make? Does it affect the quality of transit services? You bet it does!

18 year old buses are simply not as reliable as 12 year old or 8 year old, or 1 year old buses. They have more breakdowns, they require more roadcalls, they delay more passengers, and ultimately, they convince riders to find more reliable ways to get where they want to go.

Newer vehicles can make a substantial difference in service reliability and maintenance costs. Late in 1990, MCTS added 117 new buses to our fleet. These buses replaced many buses which were close to 16 years old. In 1991 our number of roadcalls dropped by more than 25% at the two operating stations

Moreover, lower maintenance costs lead to lower overall costs. This can free up more dollars to put into additional service ... further increasing transit's attractiveness. New buses are also significantly more fuel efficient, further stretching scarce transit resources.

As an added benefit, these new buses will be equipped with wheelchair lifts and clean diesel engines, accelerating both ADA and CAA compliance. At the current time, only 5% of MCTS' fleet is lift-equipped. This purchase will increase that to 33%, allowing us to provide lift-equipped services to a much wider variety of destinations within the community.

MCTS is proud of our record of service to the Milwaukee community and we appreciate the level of support which the community has shown transit. I ask the Committee today, to allocate the funds necessary to purchase these replacement vehicles. The people in Milwaukee depend upon our service - more than 50% of our trips on an average weekday are for work purposes; another 25% are education related. Service reliability is not a luxury in these instances - it is a necessity. Help us to continue to provide this essential community service.

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G R E A T E R
DUBUQUE
DEVELOPMENT
C O R P O R A T I O N

Testimony to be given by:
Hugh G. LaMont, Executive Director,
on Thursday afternoon, March 10, 1994

March 4, 1994

The Honorable Nick J. Rahall, II
Chairman
Subcommittee on Surface Transportation
Committee on Public Works and Transportation
U.S. House of Representatives
Suite 2165
Rayburn House Office Building
Washington, DC 20515

RE: Public Hearings Regarding Proposed National Highway
System/U.S. Highway 20

Dear Mr. Chairman:

Our greetings and respect to you and your committee. We acknowledge the supportive interest of Donald A. Manzullo, M.C., IL-16 and the Illinois Department of Transportation. We **respectfully submit our interest in, and urge your affirmative action** with regard to, the proposals forwarded by Congressman Manzullo in his letter to you of January 13, 1994 **regarding three projects for improvement of Illinois Route 20** under your consideration for inclusion.

These projects and their logical continuation during the remainder of this century will alleviate a serious and lingering peril to life and limb along that **current** stretch of **two-lane** U.S. Highway 20 as it transverses Stephenson and Jo Daviess Counties in Illinois.

As one of the nation's oldest, winding, heavily traveled bottleneck section of roadway, the natural beauty of our unglaciated tri-state area continues to be negatively impacted. With the current conditions of this roadway, the expansion of commerce and recreation in this region of Iowa, Illinois and Wisconsin cannot begin to reach its full potential, particularly with the increasing demand to access this area by millions of constituents from Milwaukee and Chicagoland.

Leadership representing private and public cooperation call your attention to the fact that our area continues to remain the last standard metropolitan statistical area to not be (nor have hope of being) served by the Interstate and Defense Highway System. The opportunity to elevate the stress on major U.S. Interstate Routes 80, 90 and 94 in our area could readily be achieved by connecting four-lane U.S. Highway 20 in Eastern Iowa to four-lane U.S. Highway 20 West of Rockford/Freeport, Illinois

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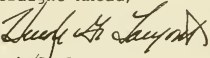
The Honorable Nick J. Rahall, II
March 4, 1994
Page 2.

with a modern, beautiful and efficient roadway. This corridor's theme could be: **the Glacier Shadow Pass.** It will have a **positive, strategic impact on commercial, economic and recreational development affecting three states well into the 21st century.**

We appreciate your timely consideration of these projects which are in appropriate degrees of readiness and as responded to by the Illinois Department of Transportation with regard to your remarks requesting responses to the 18 questions outlined in the Congressional Record of Wednesday, October 13, 1993, E2405.

Additionally, we hope you will recognize the supportive efforts for these projects by the Jo Daviess/Stephenson County Illinois 20 Corridor Association, the *Glacier Shadow Pass* Route 20 Advisory Council, Northwest Illinois Mayor's Association members, League of Iowa Municipalities officials, Dubuque local government leaders, the Dubuque Area Chamber of Commerce and tri-state regional bi-partisan efforts to continue the partnership philosophy that is working towards a successful diversification of our regional economic base.

Straight Ahead,



Hugh G. LaMont
Executive Director

HGL/kk

cc: Honorable Donald A. Manzullo
U.S. House of Representatives

Honorable Jim Nussle
U.S. House of Representatives

1952

JILL LONG, M.C.
4TH DISTRICT, INDIANA

AGRICULTURE COMMITTEE
VETERANS' AFFAIRS COMMITTEE

**Congress of the United States
House of Representatives
Washington, D.C. 20515**

**TESTIMONY OF
CONGRESSWOMAN JILL LONG
BEFORE THE
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON SURFACE TRANSPORTATION**

March 10, 1994

Mr. Chairman, Members of the Subcommittee, thank you for the opportunity to testify today.

I join Congressman Buyer today to express my support for the proposed National Highway System (NHS) submitted to Congress by the Department of Transportation in November. Also, I commend you for your commitment to seeing that, through your investment criteria, only transportation projects which prove to be cost-effective receive Federal support. Bearing that in mind, I formally request your authorizing a sufficient level of funding to ensure that U.S. 24 in Indiana, which has been included as part of the proposed NHS, fully contributes to the goals of the NHS.

Mr. Chairman, this roadway stretches from Fort Wayne in the east in my Congressional District, across Congressman's Buyer's District, and continuing through to Lafayette, Indiana, in the west in Congressman John Myers' District. U.S. 24 -- commonly referred to as the Hoosier Heartland Industrial Corridor -- provides an important link between many cities

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BERNE, INDIANA 46711
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and towns throughout the heart of northcentral Indiana, and proves to be advantageous to Indiana farmers, industry, freight carriers, and motorists in general. Also, situated at the westernmost locale along the roadway is Purdue University -- home to 36,000 full-time students.

In 1991, Congressman Buyer's predecessor, former- Representative Jim Jontz, Congressman John Myers and I worked with this Subcommittee and the full Committee on Public Works and Transportation to obtain funding for this important highway widening project. Recognizing the worthiness of this roadway widening, this Subcommittee, and the full Committee, included an authorization level of \$9.5 million in the Intermodal Surface Transportation Efficiency Act (ISTEA). This level of funding has been instrumental toward carrying out the goals of the widening project, one that has been carefully and cost-effectively planned by the Indiana Department of Transportation (INDOT).

Since that time, Governor Evan Bayh has designated the U.S. 24 widening project as one of two of the state's top transportation priorities. Working with INDOT, Congressman Buyer and I were able to provide you with a study of the roadway which corresponds to the investment criteria that you published in the Congressional Record last October.

I believe that this study provides concrete evidence as to the overall cost-effectiveness of this widening project. As I am sure you have already noted, of particular significance is that every dollar invested into this project yields a

return of three dollars and fifty-cents. However, also noteworthy is the funding shortfall between the current balance on-hand and what will be needed to complete the two portions of U.S. 24.

As of December 1992, the remaining available balance for continuing this project equalled \$3.5 million and future authorizations through 1997, including this fiscal year, will add an additional \$7 million to the account. INDOT also plans to continue providing funds for this project in order to keep it on schedule. Nevertheless, after examining upcoming construction plans, one discovers that a significant funding shortfall is likely to occur. Between now and Fiscal Year 1997 the project will have millions of dollars worth of improvements ready for construction, a significant portion of which could begin in Fiscal Year 1995 with a sufficient level of Federal investment.

Mr. Chairman, during the last three decades the safety of motorists and the economy along U.S. 24 have suffered considerably from transportation shortcomings. As four-lane roads and major interstates were built, large highways developed into the primary freight distribution networks throughout the country. Also, as the importance of railroads for hauling freight diminished, the use of larger and more hazardous commercial vehicles for transporting freight increased. Along U.S. 24 to the west of Fort Wayne, drivers of larger and heavier vehicles using this roadway eventually find that after leaving Huntington the roadway becomes a narrow, winding, two-lane roadway -- assuming, of course, that they choose to use the roadway at all.

Furthermore, while the cities of Fort Wayne and Lafayette continue to grow, the smaller cities and towns that lie in between have been adversely affected by the inaccessibility created by the poor conditions of the underdeveloped portions of the roadway. The communities in these areas -- composed of farms and factories -- are spread over open countryside, which are connected primarily by a patchwork of rural roads. Despite these communities' efforts to promote economic development, the transportation inadequacies result in companies overlooking the region for establishing operations. However, INDOT estimates that widening the underdeveloped portions of U.S. 24 will yield economic gains equal to \$550 million over a ten year period.

In addition, to the economic concerns of these communities, safety along this route is another issue worth serious consideration. Passing along the portions of U.S. 24 requiring improvement is difficult and poses serious traffic hazards, particularly when you consider that large commercial vehicles and slower moving farm vehicles use the same route. A widened roadway will certainly increase safety for families, farmers, residents, and travelers who share the roadway with larger vehicles. In fact, INDOT projects a 50 percent reduction in traffic accidents and nearly 50 fewer injuries and/or fatalities per year upon the completion of this project.

Finally, and perhaps most importantly, completing this roadway widening

project will benefit more than just the State of Indiana and local communities. Completing this widening project would truly contribute to the nation as a whole. A four-lane highway stretching through the northcentral portion of Indiana would provide travelers, commercial freight carriers, and students of Purdue University a much more efficient means by which to travel to destinations along the route, and to the east and west of the route. While calculations determining overall cost savings attributed to providing travelers a more efficient route in this regard would be hard to come by on a national scale, INDOT has estimated that 350,000 manhours would be saved per year upon this project's completion, and that average speeds would increase by 15 percent.

The net effect of these estimates translates into savings for all who utilize the roadway. Freight and delivery companies would benefit by paying drivers less for being delayed on this underdeveloped route. It is also reasonable to assume that these companies would likely experience an increase in revenues due to an increase in actual deliveries. Furthermore, the projected increase in average driving speeds to a more efficient level would provide all motorists with a reduction in fuel costs.

Mr. Chairman, Members of the Subcommittee, I fully understand the budgetary constraints confronting this Subcommittee during these difficult budgetary times. I also understand that the current status of this project is a

challenging prospect for this Subcommittee. However, as we consider the development of a National Highway System, and taking these factors into account, I believe improvements to the Hoosier Heartland Industrial Corridor will prove to effectively contribute to the goals of ISTEA and the NHS -- namely; efficiency, economic development, and safety. Therefore, I respectfully request that the Subcommittee continue to work together with the State of Indiana and the cities and towns along this route, and find it within your means to fully support the construction schedule of this worthy roadway project.

Thank you, again, for the opportunity to testify.

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TESTIMONY OF REPRESENTATIVE FRANK McCLOSKEY
IN SUPPORT OF I-69, THE INDIANAPOLIS-TO-EVANSVILLE HIGHWAY,
AS PRESENTED TO THE HOUSE COMMITTEE ON PUBLIC WORKS,
SUBCOMMITTEE ON SURFACE TRANSPORTATION

2167 Rayburn House Office Building
March 10, 1994

Mr. Chairman, I thank you for the opportunity to work with the Subcommittee as it conducts a full review of the proposals submitted to it for inclusion in the National Highway System legislation.

Of particular interest in the 8th Congressional District of Indiana, which I represent, is the proposed I-69 extension project. As you know, this project is part of the Indianapolis-to-Memphis, Tennessee, High Priority Corridor #18, as identified in ISTEA, the Intermodal Surface Transportation Efficiency Act of 1991.

I request that the cost of the Bloomington-to-Evansville project be authorized to the fullest extent possible in the National Highway System legislation. I also ask that the information submitted to the Subcommittee on January 7, 1994, by the Indiana Department of Transportation (INDOT) also be included for the record with my testimony here.

Appendix A of that January 7 INDOT submittal indicated that it currently anticipates it will need a minimum of \$16.6 million in federal funds for this project through fiscal year (FY) 1997, the life of the National Highway System legislation. However, as support exists to accelerate the project, I am requesting that the Subcommittee also authorize the \$37.24 million in federal funds INDOT anticipates it will need for FY 1998. The resultant total authorization of \$53.64 million would give INDOT the necessary flexibility to accelerate the project and begin construction as additional state and federal funds become available.

The Bloomington-to-Evansville segment of this project would reduce the travel time to Evansville by approximately 45 minutes, for a savings of up to 8.5 million manhours per year. Additionally, figures prepared by INDOT suggest that, once completed, it will reduce personal injuries by 19,492, and fatalities by 342 over the base case in the 20-year period from 2000 to 2020. This alone could constitute \$818 million in savings in property damage and personal injury costs over that period.

This project has broad public support throughout the Eighth District, and with good reason. It is crucial to establishing stronger ties between the thriving -- but now isolated -- riverport city of Evansville and Indianapolis. It also will serve to more fully integrate the economic activity of Evansville with the rest of the state.

Equally crucial to southwest Indiana is the impetus it would provide to increasing economic opportunity in southwestern Indiana. Five of the 12 poorest counties in Indiana are in this portion of the state, and much of this area is reflective of the national trend which has seen the population of small town and rural America decline from 36 percent to 25 percent since 1950.

The recent preliminary findings of an ongoing Government Account Office (GAO) study on rural development suggest that nationwide, the poorest 25 percent of rural counties are sparsely populated, isolated from urban centers, agriculturally-based, and located primarily in the Midwest. These characteristics predominate in southwestern Indiana.

Completion of the I-69 extension project would end this isolation. It also would provide the transportation infrastructure necessary to help diversify the local economies of the area, which would, in turn, help end the economic decline experienced there in recent years.

While this project does have strong public support, there are some opponents. Bob Klawitter, of the Hoosier Environmental Council, Thomas Tokarski, of Citizens for Appropriate Rural Roads, and Gibson County farmer Gary Seibert have joined us today to share that viewpoint.

They will be followed by David Reed, of the Hudson Institute, Evansville businessman Robert Koch, and Mayor Tom Baumert of Washington, Indiana, who will speak in favor of the Indianapolis-to-Evansville highway project.

David Graham and Jim Newland of the Mid-Continental Highway Coalition will complete the testimony of the panel by briefly discussing overall significance of an Interstate 69 which could ultimately extend from Laredo, Texas, to Port Huron, Michigan, and beyond, to Montreal, Canada. The Indianapolis-to-Evansville highway is a necessary first link for this badly needed mid-continental transportation corridor.

*MC Shelby 11*I-69 TESTIMONY FOR CONGRESS
TENNESSEE BENEFITS

The Memphis metropolitan area has a population of approximately one million persons and consists of three counties in Tennessee, one county in Mississippi, and one county in Arkansas. These developed areas are surrounded by primarily rural or sparsely developed areas for over one hundred miles in each direction.

The West Tennessee counties potentially benefiting by the construction of the I-69 project include Memphis and Shelby County, the largest urban area in the state, as well as less densely populated areas north to the Kentucky state line. Because of its geography and transportation capabilities, Memphis has been widely recognized in the last decade as one of the premier distribution centers in the United States. This area of West Tennessee is halfway between Canada and Mexico and the highway connection will greatly enhance our ability to serve markets in all three countries.

This region poses two distinct economic development challenges that will benefit from the Mid-Continent Highway. The urban area of Memphis has a substantial base of hard core unemployed in the inner city. Memphis has the third highest poverty rate of all metropolitan areas in the country. Youth unemployment in the minority community reaches as high as 40 percent, and unemployment in general contributes to an array of other problems such as crime, inadequate housing, and deteriorating commercial areas.

In addition to the central city concerns, the agricultural employment base in the rural hinterlands has dwindled over the decades as technology has improved and unemployment has increased. These underdeveloped areas of West Tennessee outside of Shelby County have experienced stagnating growth in both jobs and income. These areas would greatly benefit from increased accessibility to the industrial centers to the north and sources of raw materials to the south.

Possible alignments that have been discussed provide numerous specific benefits to the Memphis area. The corridor adjoins the Millington Naval Air Station which is one of the largest employers in the state and has just approved a joint use agreement for the runway and associated facilities. The Base is targeted for realignment and redevelopment is essential to maintain the viability of the adjoining community of Millington.

In south Shelby County, the corridor would serve the Port of Memphis, which is the second largest inland port in the United States. One of the Foreign Trade Zone sites is located in this area, which would provide a prime opportunity for enhancing international trade.

One of the greatest economic assets in Shelby County is the Frank Pidgeon Industrial Park, a 4,000-acre, publicly-held, industrial park. The development of the park has been retarded by severe access limitations. The I-69 project could be the source of access to stimulate development of this park.

One alternative corridor for the highway through Shelby County is along a freeway corridor that has been planned for twenty years. The corridor is referred to as the "Outer Loop" and would greatly relieve the current I-240 loop through the developed part of the county. In addition to the traffic congestion benefits, the air quality improvements would also be significant. A portion of the right-of-way for this outer loop has already been dedicated or acquired which could reduce the initial costs for constructing along this alignment.

1961

McCluskey

STATEMENT BEFORE

THE SURFACE TRANSPORTATION
SUBCOMMITTEE
OF THE
HOUSE OF REPRESENTATIVES

RELATIVE TO

CORRIDOR 18

BY

ARKANSAS I-69 CORRIDOR COALITION

The Lower Mississippi Delta Region is considered one of the most economically depressed areas in the Nation. Economic growth through manufacturing, value-added processing of the region's agricultural products, small business, tourism, and service industries development is the key for this region to improve. Corridor 18 could be a catalyst for Arkansas' Delta Region.

As Arkansas' industries are developed, numerous employment opportunities evolve. Retail establishments escalate creating employment opportunities in Arkansas. These new jobs lead to expansion in the construction and service industries thus increasing the region's per capita income. As per capita income increases, so does a family's disposable income level resulting in sustained economic activity for Arkansas. This effect makes this part of Arkansas a major contributor to the state's fiscal condition.

Corridor 18 would not only benefit the Delta, it would also benefit provisions included in NAFTA by enhancing global competition and also providing an economic stimulus to national, state and local economies. In addition, Arkansas' underdeveloped Delta would benefit by stimulated economic activity which was previously hampered because of inadequate transportation facilities.

The existing highway system now serving this region is less than desirable because transportation improvements have not kept pace with needs. Several studies of the Delta Region suggested

that improved transportation could be a catalyst to long-term economic development of the region.

The Lower Mississippi Delta Development Commission was established by the U.S. Congress in 1988 for the purpose of preparing a regional economic development plan for the area. The final report by the Commission entitled The Delta Initiatives presented needs and possible solutions. This report emphasized the importance of better highway access to the area's airports, rail and water port facilities to promote economic expansion and growth. *"Many of the roads, highways, and bridges in the region are in a deteriorated condition. Poor roads hinder the regional transport of goods and services and endanger lives."* The Delta Initiatives.

A recent study conducted by the Arkansas Highway and Transportation Department on transportation needs of the Arkansas Delta Region specifically recognized the impact the proposed I-69 highway would have on the region. In effect, it would link this isolated and economically deprived region with mainstream America. This study entitled "Arkansas Delta Region Transportation Improvement Study" concluded that the proposed project could greatly help attain the goals of earlier studies and would effectively aid in the creation of jobs and business opportunities. *"A major step toward developing the assets of the Delta would be through an upgraded system of regional highways."* Arkansas Delta Region Transportation Improvement Study.

Arkansas is serving as lead state on the Corridor 18 feasibility study. A total of \$800,000 has been approved under the provision of Section 1105 of ISTEA to pursue work toward this study. A steering Committee made up of representatives from each participating state will be used to guide the consultant. A Request For Proposals was issued and submitted proposals are presently being reviewed. The feasibility study should be completed in 15 months.

Corridor 18 is viewed as a major and vital link for State, National and International markets. Corridor development can only bring growth and vitality to the economically depressed Lower Mississippi River Delta Region.

The Arkansas I-69 Corridor Coalition supports efforts presently under way and future efforts directed toward developing this freeway facility and intermodal linkages. The group recognizes the nation's need to effectively compete in the global marketplace and, consequently to do so, recommends the funding for completion of the Corridor 18 Route, to provide NAFTA with the infrastructure necessary to reach its utmost potential and provide opportunities for economic expansion in the Arkansas Delta Region.

1965

The Subcommittee
on
Surface Transportation
hearing on
The proposed National Highway System
and ancillary issues relating to highway and transit programs.

Marie McDermott
President, Brownsville Economic Development Council
1600 E. Elizabeth Street
Brownsville, Texas 78520
(210) 541-1183

Overview

Brownsville, Texas and the Rio Grande Valley met the news of the passage of the North American Trade Agreement (NAFTA) with great enthusiasm and was able to immediately visualize the prospects of the increased trade relationship with our neighboring city, states and nation. The citizens of Brownsville have lived a thoroughly intertwined life with Mexico, both business and social, and have already set out to improve the transportation infrastructure to move a greater capacity of United States products into Mexico. In order to best serve the trade demands of the other regions of the U.S., Brownsville needs assistance in completing high priority connections to bridge crossings and arterial projects.

Borders were previously designed to tightly funnel people and trade to neighboring countries. Our perspective as a nation now has to change. To fully take advantage of the NAFTA, our border crossings should increase in numbers and the roadways leading to the bridges should reflect trade flow transportation patterns and efficiently utilize multiple transportation modes. At this time, Brownsville is moving U.S. goods and products over two bridges with a presidential permit for a third bridge, the Los Tomates Bridge, and the Port of Brownsville working on the application for the area's fourth bridge. Within Cameron County, the southernmost county in the U.S., there is only one other bridge. Can you imagine a major metropolitan area in the U.S. with a population base of about 700,000 (300,000 in the county and more than 400,000 people in Matamoros) having only three bridges to move people and products every day? The projects presented today are of international transportation significance.

The Los Tomates Bridge project, the East Loop Project and the 6th and 7th Street Overpass Project are all coordinated efforts on the local, regional, state and federal levels and have been identified as priorities. The Brownsville city planning department, the Cameron County engineers, the Rio Grande Valley Regional Mobility Planning group, the Texas Department of Transportation and the U.S. Department of Transportation in the Assessment of Border Crossings and Transportation Corridors for North American Trade Report to Congress have each focused their attention and efforts on these transportation routes as vital to the future movement of goods. Brownsville is a manufacturing sector and a transportation complex utilizing the deep-water seaport, the inland water canal system barges, the airport, the railroads and the nation's highways. These bridge connections and transportation corridors will benefit the flow of products from two industrial parks, the Port of Brownsville, the foreign trade zones, the largest cargo handling airport in South Texas and enterprise zones.

The Los Tomates Bridge

Construction of an extension of U.S. 77/83, the Valley expressway, to connect to the bridge to Mexico will provide a direct route for U.S. products to be shipped to Mexico and allow for trade growth. The two existing international bridges in Brownsville are located in the central business district and will not be able to handle projected traffic levels. This is a city priority, Rio Grande Valley Regional Mobility Plan priority and a Texas Department of Transportation priority. The approximate cost for this extension is \$15 million.

The East Loop Project

The development of an assessment, acquisition of property and construction of an arterial system leading to and from the international bridges and the industrial parks, the deep-water seaport, the airport, the foreign trade zone and the enterprise zones

using a multitude of transportation modes will relieve existing corridors and crossings from congestion and excess wear and tear on present byways. An integrated principal arterial system to meet future traffic demands will be created through the development of this corridor. The estimated cost for the corridor improvements is \$18 million.

The 6th and 7th Street Overpass Project

This improvement will facilitate the flow of traffic to the region's only rail and vehicle bridge crossing to Mexico. The existing roads are accommodating traffic at capacity and the current traffic is hampered by the Union Pacific Railroad switching yard activity. The overpass will provide for additional corridor capacity. The total cost of the project is projected to be \$3.6 million.

The Los Tomates Bridge

U.S. 77/83 - Los Tomates Bridge

SOUTHWEST TRANSPORTATION PROJECT

- 1 Identify the State or other qualified recipient responsible for carrying out the project.
TX Dot, City of Brownsville and Cameron County.
2. Describe the design, scope and objectives of the project, including the phase or phases proposed for funding.
Extension of US 77/83 from SH 4 to the GSA Border Station
in Brownsville, TX. This will add a new coordidor connection
to Mexico.
3. Is the project eligible for the use of Federal-aid funds?
Yes.
4. What is the total project cost and source of funds?
\$12,000,000 - TX Dot, FHWA.
- 5 Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available for the project?
Donation of right-of-way-cost unknown at this time.
6. Will the completion cost for the project exceed the amounts requested for the project?
Yes.
- 7 Has early work, such as angling and environmental analysis been done on the project?
Yes - Presidential Permit was issued in Oct. 1993. A FONSI for the
bridge was issued by US Department of State.
8. What is the proposed schedule and status of work on the project?
Begin construction in 1995 and complete project by December
1996.

9. Is the project included in the metropolitan and/or State Transportation Improvement Plan(s) and if so is it scheduled for funding?
Yes - Funding is scheduled but not appropriated - awaiting construction commitment from Mexico.
10. Is the project considered by State or Regional Transportation Officials as critical to their needs?
Yes - No. 1 priority in the TIP from Brownsville and in the Rio Grande Regional Mobility Plan.
11. Why have the State and/or Regional Transportation Officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?
Awaiting for commitment from Mexico.
12. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?
Environmental issues have been mitigated within the Environmental Assessment for the Los Tomates Bridge.
13. How will be project objectives be attained?
Increase capacity for International Trade and travel via US 77/83 in Brownsville, TX. to Matamoros, Mexico.
14. Describe the economic, energy efficiency, environmental, congestive mitigation and safety effects associated with completion of the project?
The new corridor will reduce delays, congestion, and improve traffic safety to all bridge approaches in Brownsville.
Close proximity to direct exit from border, to PORT and to Airport Industrial Complex.
15. Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?
Yes - construction of GSA Border Station - \$18 million is appropriated by Congress. \$14 million is appropriated through revenue bonds by Cameron County for the construction of the bridge and toll facilities.

16. In lieu of the proposed project what other transportation strategies have been considered by State and Local Transportation Officials?
Yes - but no other alternatives are available to achieve
objective.
17. Is the authorization requested an increase to a previously authorized amount for this project, or will this be the first authorization for this project? Has this project previously received Federal funding commitments regarding future federal funding (such as an LOI or Full Funding Agreement), or appropriations?
This will be the first authorization for the extension of
US 77/83 Expressway in Brownsville.
18. If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?
No - General fund revenues would not be appropriated for this
project.

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Los Tomates International Bridge

Cameron County, Texas

Financial Analysis

January, 1994

Developed by

Traffic Engineers, Inc.

8323 Southwest Freeway, Suite 200

Houston, Texas 77074-1609

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LOS TOMATES INTERNATIONAL BRIDGE

Introduction

The Los Tomates International Bridge project represents an extension of US 77/83 from International Boulevard to the Rio Grande in Brownsville, Texas. The proposed international bridge project will serve major transportation corridors in Matamoros, Mexico and in Brownsville, ~~Figure~~ 1. A detail description of the bridge and the extension of US 77/83 is described in the 1988 Presidential Permit application submitted to the United States Department of State followed by an updated plans and studies contained within the Supplemental Environmental Analysis dated July, 1993. A finding of no significant impact (FONSI) was issued by the State Department. A Presidential Permit was issued for this project by the United States Department of State in October, 1993.

The bridge project is a joint City of Brownsville and Cameron County project with the net revenues being divided between the two governments. Cameron County serves as the bridge sponsor and manager of the project. Cameron County is also bridge manager for the Gateway and Los Indios bridge. The BSM bridge in Brownsville is a privately owned bridge.

The following construction zones define the major component parts of the Los Tomates bridge and roadway extension project.

		Cost (\$000)
Zone 1:	The extension of the highway system by Texas Department of Transportation:	1-12,100
	(1) Extension of US 77/83 to the GSA Border Station	
	(2) Relocation of Lincoln Park	1,888
	(3) Acquisition of property along the route	3,000
	(4) Construction of an overpass at Sh 4 (International Blvd) and U.S. 77/83	,033
		,867
Zone 2:	Border Station by Cameron County and GSA:	
	(1) Construction of toll facilities and the administration building by Cameron County	
	(2) Construction of US Federal Border Station by GSA	
	(3) Acquisition of property by Cameron County	
	(4) Construction of roadway approaches by Cameron County	61
	(5) Construct truck export lot	
Zone 3:	Levee Relocation	42
	(1) Construction of a new US IBWC levee along the restricted use zone (RUZ)	84
	(2) Exchange of levee properties by City of Brownsville and the US IBWC	

the U.S.

Brownsville

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A summary of the above cost estimates by each agency is as follows:

<u>Responsible Agency</u>	<u>Total (\$000)</u>
Cameron County	14,768
US Federal Government (GSA)	18,000
TxDOT	12,000

The projected revenues from the tolls generated by southbound traffic and collected by Cameron County will be pledged to the Los Tomates International Bridge project.

Table 1 reflects the Cameron County projected costs for this project.

**Table 1. Bridge Facility and Approaches
United States**

<i>Item Description</i>	<i>Cost</i>
Levee	\$1,033,000
Bridge	\$6,867,000
Toll Facility and approaches	\$5,888,000
Property acquisitions	\$693,000
Surveys	\$84,000
Lincoln Park(coord. only)	\$61,000
GSA/USFWS corridor(coord. only)	\$42,000
Financial Fees	\$100,000
Total Project Cost	\$14,768,000

Estimated Annual Traffic and Revenues

The estimates of traffic growth for all the Brownsville urban area was developed jointly by the City of Brownsville and TxDOT based on land use and transportation growth trends. In 1980 TxDOT has developed future traffic assignments across the bridges in Brownsville for the Year 2000 that included traffic volumes across four bridges in Brownsville area.

The traffic volumes represent two-way average annual volumes (AADT). The following AADT are projections for the bridges in Brownsville:

<u>Bridge</u>	<u>Projected Volume (2000)</u> (Two-Way)
Los Tomates (planned) @ US 77/83	27,500
Gateway @ International Blvd.	20,500
B&M @ 12th St.	11,600
Flor de Mayo (future) @ FM 3248	15,000
Port of Brownsville (planned)	N/A*
Los Indios (Harlingen/San Benito)	N/A*

* Was not included in the TxDOT Traffic Network Assignments

The opening year (1996) volume for Los Tomates Bridge is projected to be 7,200 vehicles daily traveling to Mexico. This volume includes the expected diversion of 2,500 vehicles (25%) from the Gateway Bridge, and 1,000 vehicles (25%) from the B&M Bridge. The projected latent demand is projected at 3,700 vehicles per day.

For the month of July, 1993, the classifications of all vehicles traveling across the Gateway Bridge were as follows:

Passenger	2 axles	94.30%
Truck	2 axles	1.08%
Truck	3 axles	0.75%
Truck	4 axles	0.24%
Truck	5 axles	2.21%
Truck	>6 axles	1.42%

The following statistical truck traffic data was obtained from U.S. Customs and reflects truck traffic across the Gateway Bridge, B&M Bridge, and Los Indios Bridge and was utilized in developing the projected toll revenues for the Los Tomates bridge. Truck traffic has become a major element at the bridges. As a result of the recent approval of the North American Free Trade Agreement

(NAFTA), truck traffic has been projected by the U.S. Dept. of Transportation to more than double across the bridge system. Presently the Brownsville bridges and their roadway approach are at capacity during the peak hours.

<u>Year</u>	<u>Total No. of Trucks (Daily)</u>
1990	516
1991	458
1992	563
1993	592

It is anticipated that loaded truck traffic traveling across Gateway Bridge will be diverted to the new customs facility at Los Tomates Bridge in order to relieve congestion within the Central Business District and along International Blvd. In July, 1993, the southbound truck volume across Gateway Bridge was 410 trucks/day with most of the flow concurrent to the peak hour. This truck volume and its axle classification was utilized for the financial analysis for the Los Tomates Bridge.

A continued vehicular growth of 4.7% vehicles per day for traffic crossing the Los Tomates Bridge is based on the area-wide vehicular growth rates for Brownsville. It is also based upon no capacity constraints for its approach roadways nor the toll/customs booths.

Revenues

Table 2 is a revenue projection based on a full year of operation with the initial volume to Mexico projected to be 7,200 vehicles per day. The toll rate schedule represents 1993 fees. An annual vehicular growth rate of 4.7% over the next twenty years is reflected on Table 3. The first three years projects no revenue during the construction phases. Toll revenue rate increases are based on a uniform six percent per year. The revenue interest rate was projected at 6%.

Tolls for US bound vehicles are collected by Mexico or its concessionaire and are utilized for debt service of their facilities.

Table 2. Estimated Toll Rates, Average Daily Traffic, and Annual Revenue - United States

Vehicle Toll Class	Vehicle Type	Toll Rates	Projected Volumes		Annual Toll Revenue
			% of Total AAD	AADT	
1	Two-Axle Passenger	\$1.00	94.30%	6,790	\$2,478,204
2	Two-Axle Truck	\$2.00	1.08%	78	\$56,765
3	Three Axle	\$6.00	0.75%	54	\$118,260
4	Four Axle	\$8.00	0.24%	17	\$50,458
5	Five Axle	\$10.00	2.21%	159	\$580,788
6	>Five Axle	\$10.00	1.42%	102	\$373,176
Total					\$3,657,650

[1] Assumes 365 days per year

[2] Initial projected AADT 7,200

[3] Assumes toll rates are identical to 1993 rates for Gateway Bridge

[4] Distribution of trucks is based on JULY 93 traffic at Gateway Bridge and assumes all Gateway trucks diverted to Los Tomates

[5] Assumes 25% diversion of traffic from Gateway and B.M. bridges.

Revenues and Expenses

Table 3. Estimated Preliminary Annual Traffic Volume, Revenue, and Costs - Unites States

Year	Annual Average Daily Traffic	Annual Revenues	Annual Maintenance and Operation	Annual Debt Service	Annual Net Revenue	Available for Distribution
1993	0	\$0	\$0	\$1,476,800	(\$1,476,800)	(\$1,476,800)
1994	0	\$0	\$0	\$1,476,800	(\$1,476,800)	(\$2,953,600)
1995	0	\$0	\$0	\$1,476,800	(\$1,476,800)	(\$4,430,400)
1996	7,200	\$4,617,699	\$900,000	\$1,476,800	\$2,240,899	(\$2,189,501)
1997	7,500	\$5,098,710	\$945,000	\$1,476,800	\$2,676,910	\$487,409
1998	7,900	\$5,692,879	\$992,250	\$1,476,800	\$3,223,829	\$3,711,238
1999	8,300	\$6,339,994	\$1,041,863	\$1,476,800	\$3,821,331	\$7,532,570
2000	8,700	\$7,044,268	\$1,093,956	\$1,476,800	\$4,473,512	\$12,006,082
2001	9,100	\$7,810,231	\$1,148,653	\$1,476,800	\$5,184,778	\$17,190,860
2002	9,500	\$8,642,750	\$1,206,088	\$1,476,800	\$5,959,864	\$23,150,724
2003	9,900	\$9,547,055	\$1,266,390	\$1,476,800	\$6,803,864	\$29,954,588
2004	10,400	\$10,630,983	\$1,329,710	\$1,476,800	\$7,824,473	\$37,779,061
2005	10,900	\$11,810,613	\$1,396,195	\$1,476,800	\$8,937,618	\$46,716,679
2006	11,400	\$13,093,527	\$1,458,005	\$1,476,800	\$10,159,722	\$56,667,401
2007	11,900	\$14,487,873	\$1,539,305	\$1,476,800	\$11,471,768	\$68,339,169
2008	12,500	\$16,131,455	\$1,616,271	\$1,476,800	\$13,038,385	\$81,377,554
2009	13,100	\$17,920,111	\$1,697,084	\$1,476,800	\$14,746,227	\$96,123,781
2010	13,700	\$19,865,332	\$1,781,938	\$1,476,800	\$16,606,594	\$112,730,375
2011	14,300	\$21,979,468	\$1,871,035	\$1,476,800	\$18,631,633	\$131,362,007
2012	15,000	\$24,438,709	\$1,964,587	\$1,476,800	\$20,997,322	\$152,359,329
YR. AVG.	9,065	\$10,257,583	\$1,162,818	\$1,476,800	\$7,617,966	\$43,331,926

[1] Assumes 365 days per year

[2] Annual average daily traffic volumes assume that 25% of crossing demand from the Gateway and B&M bridges is satisfied by the US 77/83 bridge when opened.

[3] An average annual growth rate of 4.7% is assumed based on information provided by Cameron County.

[4] Maintenance and operations cost estimates are based on information provided by Cameron County. A 5.0 percent average annual growth rate is assumed.

[5] Assumes toll rates are identical to 1993 rates for Gateway Bridge.

[6] Distribution of vehicle types is based on July 1993 vehicular traffic using US 77/83.

[7] Assumes toll fee increases of 6% per year.

[8] Annual interest rate is 8% with 20 year bond.

Break Even Volumes

Table 4. Estimated Break Even Volumes - United States

Year	Annual Average Daily Traffic	Annual Revenues	Annual Maintenance and Operation	Annual Debt Service	Project Balance
1994	0	\$0	\$0	\$1,476,800	\$29,536,000
1995	0	\$0	\$0	\$1,476,800	\$29,536,000
1996	4,679	\$2,376,800	\$900,000	\$1,476,800	\$28,059,200
1997	4,497	\$2,421,800	\$945,000	\$1,476,800	\$26,582,400
1998	4,326	\$2,469,050	\$992,250	\$1,476,800	\$25,105,600
1999	4,163	\$2,518,663	\$1,041,863	\$1,476,800	\$23,628,800
2000	4,008	\$2,570,756	\$1,093,956	\$1,476,800	\$22,152,000
2001	3,862	\$2,625,453	\$1,148,653	\$1,476,800	\$20,675,200
2002	3,723	\$2,682,886	\$1,206,086	\$1,476,800	\$19,198,400
2003	3,591	\$2,743,190	\$1,266,390	\$1,476,800	\$17,721,600
2004	3,466	\$2,806,510	\$1,329,710	\$1,476,800	\$16,244,800
2005	3,347	\$2,872,995	\$1,396,195	\$1,476,800	\$14,768,000
2006	3,235	\$2,942,805	\$1,466,005	\$1,476,800	\$13,291,200
2007	3,128	\$3,016,105	\$1,539,305	\$1,476,800	\$11,814,400
2008	3,026	\$3,093,071	\$1,616,271	\$1,476,800	\$10,337,600
2009	2,929	\$3,173,884	\$1,697,084	\$1,476,800	\$8,860,800
2010	2,837	\$3,258,738	\$1,781,938	\$1,476,800	\$7,384,000
2011	2,750	\$3,347,835	\$1,871,035	\$1,476,800	\$5,907,200
2012	2,667	\$3,441,387	\$1,964,587	\$1,476,800	\$4,430,400
2013	1,930	\$2,639,616	\$1,162,816	\$1,476,800	\$2,953,600
YR. AVG	3,108	\$2,550,077	\$1,220,957	\$1,476,800	\$16,909,360

Mexico's Financial Analysis

APPENDIX

Construction Payment Schedule

Mexico's Financial Analysis

Tolls are collected by Mexico from northbound vehicles traveling to the United States. The toll rate schedule is approximately twice that of the southbound toll. The higher rate is based on the fact that Mexico typically selects a project sponsor or concessionaire that is responsible for all construction costs included in the project, including bridge, border station, levees, and roadway approaches. Project construction costs of \$29.5 million was assumed for this analysis, and costs and construction estimates for Mexico's portion of this project was included in the appendix of the Environmental Assessment.

Tables M2, M3, and M4 are similar to those for the United States. Mexico's break even traffic volume is approximately 3,000 vehicles per day.

TABLE M1
BRIDGES, APPROACHES
AND TOLL FACILITY
MEXICO

<i>Item Description</i>	<i>Cost</i>
Levee	\$1,033,000
Bridge	\$6,867,000
Border Station	\$18,000,000
Property Acquisitions	\$693,000
Approach Roadways	\$3,000,000
Financial Fees	\$100,000
Total Project Cost	\$29,693,000

Revenues - Mexico

TABLE M2
PROJECTED INITIAL ANNUAL REVENUE
MEXICO

Vehicle Toll Class	Vehicle Type	Toll Rates	Projected Volumes		Annual Toll Revenue
			% of Total AAD	AADT	
1	Two-Axle Passenger	\$2.00	94.30%	6,790	\$4,956,408
2	Two-Axle Truck	\$4.00	1.08%	78	\$113,530
3	Three Axle	\$12.00	0.75%	54	\$236,520
4	Four Axle	\$16.00	0.24%	17	\$100,915
5	Five Axle	\$20.00	2.21%	159	\$1,161,576
6	>Five Axle	\$20.00	1.42%	102	\$746,352
Total =====>					\$7,315,301

[1] Assumes 365 days per year

[2] Initial projected AADT 7,200

[3] Assumes toll rates are identical to 1993 rates for Gateway Bridge

[4] Distribution of vehicle types is based on JULY 93 vehicular traffic at Gateway Bridge
and assumes all Gateway trucks diverted to Los Tomates

Revenues and Expenses - Mexico

TABLE M3
ESTIMATED ANNUAL TRAFFIC
VOLUMES AND REVENUES
MEXICO

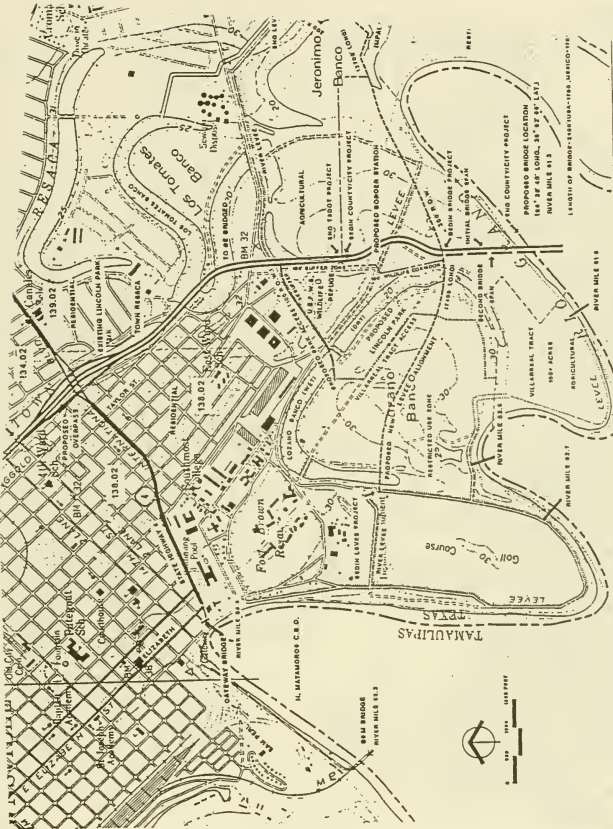
Year	Annual Average Daily Traffic	Annual Revenues	Annual Maintenance and Operation	Annual Debt Service	Annual Net Revenue	Available for Distribution
1993	0	\$0	\$0	\$5,938,600	(\$5,938,600)	(\$5,938,600)
1994	0	\$0	\$0	\$5,938,600	(\$5,938,600)	(\$11,877,200)
1995	0	\$0	\$0	\$5,938,600	(\$5,938,600)	(\$17,815,800)
1996	7,200	\$9,235,399	\$1,350,000	\$5,938,600	\$1,946,799	\$15,869,001
1997	7,500	\$10,197,419	\$1,417,500	\$5,938,600	\$2,841,319	(\$13,027,682)
1998	7,900	\$11,385,759	\$1,488,375	\$5,938,600	\$3,958,784	(\$9,068,898)
1999	8,300	\$12,679,988	\$1,562,794	\$5,938,600	\$5,178,594	(\$3,890,304)
2000	8,700	\$14,088,536	\$1,640,933	\$5,938,600	\$6,509,003	\$2,618,699
2001	9,100	\$15,620,462	\$1,722,980	\$5,938,600	\$7,958,882	\$10,577,580
2002	9,500	\$17,285,500	\$1,809,129	\$5,938,600	\$9,537,771	\$20,115,351
2003	9,900	\$19,094,109	\$1,899,586	\$5,938,600	\$11,255,924	\$31,371,275
2004	10,400	\$21,261,966	\$1,994,565	\$5,938,600	\$13,328,801	\$44,700,076
2005	10,900	\$23,621,226	\$2,094,293	\$5,938,600	\$15,588,333	\$60,288,409
2006	11,400	\$26,187,055	\$2,199,008	\$5,938,600	\$18,049,447	\$78,337,856
2007	11,900	\$28,975,746	\$2,308,958	\$5,938,600	\$20,728,188	\$99,066,045
2008	12,500	\$32,262,911	\$2,424,406	\$5,938,600	\$23,899,905	\$122,965,950
2009	13,100	\$35,840,223	\$2,545,626	\$5,938,600	\$27,355,996	\$150,321,946
2010	13,700	\$39,730,665	\$2,672,908	\$5,938,600	\$31,119,157	\$181,441,103
2011	14,300	\$43,958,936	\$2,806,553	\$5,938,600	\$35,213,783	\$216,654,886
2012	15,000	\$48,877,418	\$2,946,881	\$5,938,600	\$39,991,937	\$256,646,823
YR. AVG.	9,065	\$20,515,166	\$1,744,225	\$5,938,600	\$12,832,341	\$59,880,926

- [1] Assumes 365 days per year
- [2] Annual average daily traffic volumes assume that 25% of crossing demand from the Gateway and B&M bridges is satisfied by the US 77/83 bridge when opened.
- [3] An average annual growth rate of 4.7% is assumed based on 1981 study projections adjusted to reflect actual co
- [4] Maintenance and operations cost estimates are based on information provided by Cameron County. A 5.0% average annual growth rate is assumed.
- [5] Assumes toll rates are identical to 1993 rates for Gateway Bridge.
- [6] Distribution of vehicle types is based on July 1993 vehicular traffic using US 77/83.
- [7] Assumes toll fee increases of 6% per year.
- [8] Annual interest rate is 22% with a 20 year bond.

Break Even Volumes - Mexico

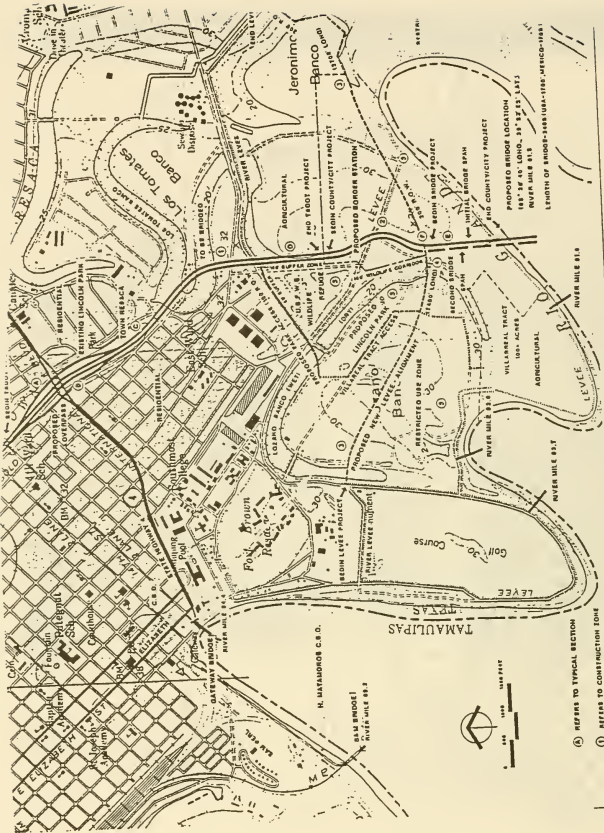
TABLE M4
ESTIMATED BREAK EVEN TABLE
TRAFFIC VOLUME AND REVENUES
MEXICO

Year	Annual Average Daily Traffic	Annual Revenues	Annual Maintenance and Operation	Annual Debt Service	Project Balance
1994	0	\$0	\$0	\$5,938,600	\$112,833,400
1995	0	\$0	\$0	\$5,938,600	\$106,894,800
1996	6,023	\$7,288,600	\$1,350,000	\$5,938,600	\$100,956,200
1997	5,735	\$7,356,100	\$1,417,500	\$5,938,600	\$95,017,600
1998	5,462	\$7,426,975	\$1,488,375	\$5,938,600	\$89,079,000
1999	5,205	\$7,501,394	\$1,562,794	\$5,938,600	\$83,140,400
2000	4,961	\$7,579,533	\$1,640,933	\$5,938,600	\$77,201,800
2001	4,731	\$7,661,580	\$1,722,980	\$5,938,600	\$71,263,200
2002	4,514	\$7,747,729	\$1,809,129	\$5,938,600	\$65,324,600
2003	4,308	\$7,838,188	\$1,899,586	\$5,938,600	\$59,386,000
2004	4,113	\$7,933,165	\$1,994,565	\$5,938,600	\$53,447,400
2005	3,929	\$8,032,893	\$2,094,293	\$5,938,600	\$47,508,800
2006	3,755	\$8,137,608	\$2,199,008	\$5,938,600	\$41,570,200
2007	3,590	\$8,247,558	\$2,308,958	\$5,938,600	\$35,631,600
2008	3,435	\$8,363,008	\$2,424,406	\$5,938,600	\$29,693,000
2009	3,287	\$8,484,228	\$2,545,626	\$5,938,600	\$23,754,400
2010	3,148	\$8,611,508	\$2,672,908	\$5,938,600	\$17,815,800
2011	3,016	\$8,745,153	\$2,806,553	\$5,938,600	\$11,877,200
2012	2,890	\$8,885,481	\$2,946,881	\$5,938,600	\$5,938,600
2013	2,358	\$7,682,825	\$1,744,225	\$5,938,600	\$0
YR. AV	3,723	\$7,176,176	\$1,831,436	\$5,938,600	\$56,416,700



LOCATION MAP

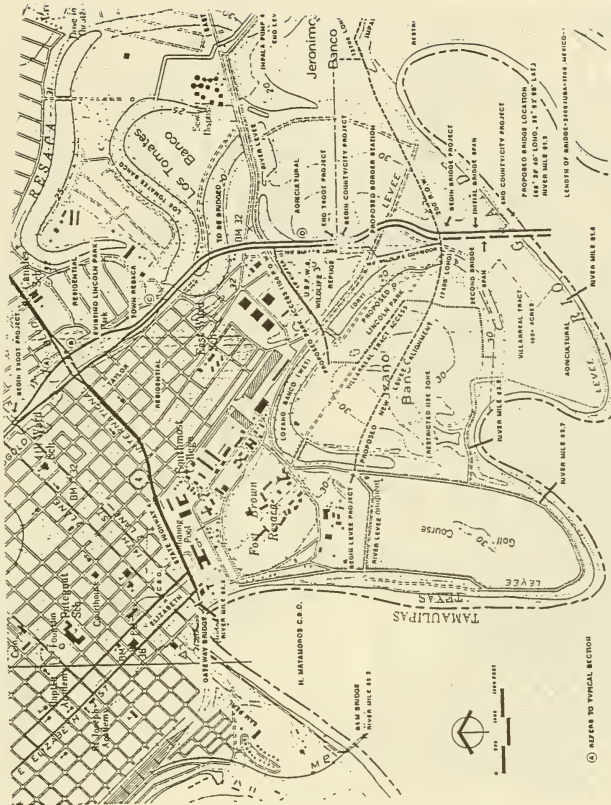
TRAFFIC ENGINEERS, INC.
 8325 Southwest Freeway, Suite 200
 Houston, Texas 77061
 (713) 270-8145



ALTERNATIVE "A"
LOCATION MAP

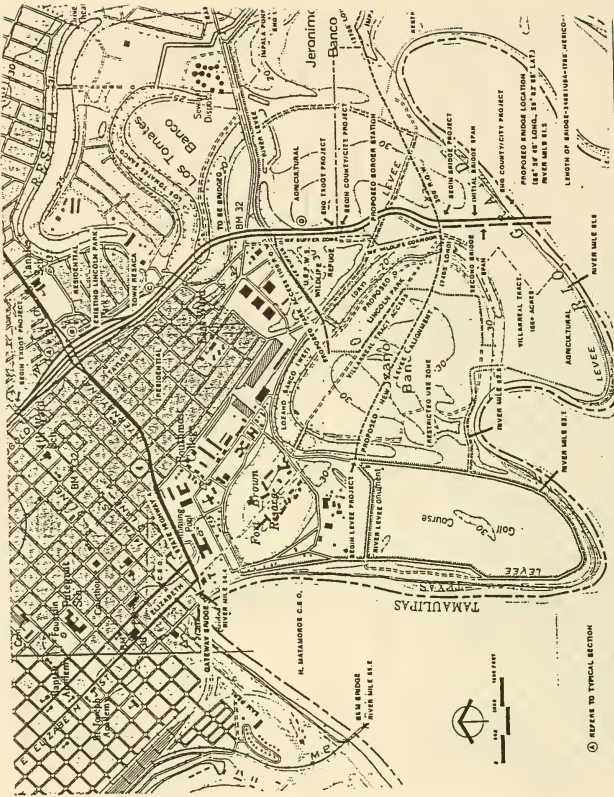


TRAFFIC ENGINEERS, INC.
 8323 Southwest Freeway Suite 2108
 Houston, Texas 77074-1609
 (713) 270-8145



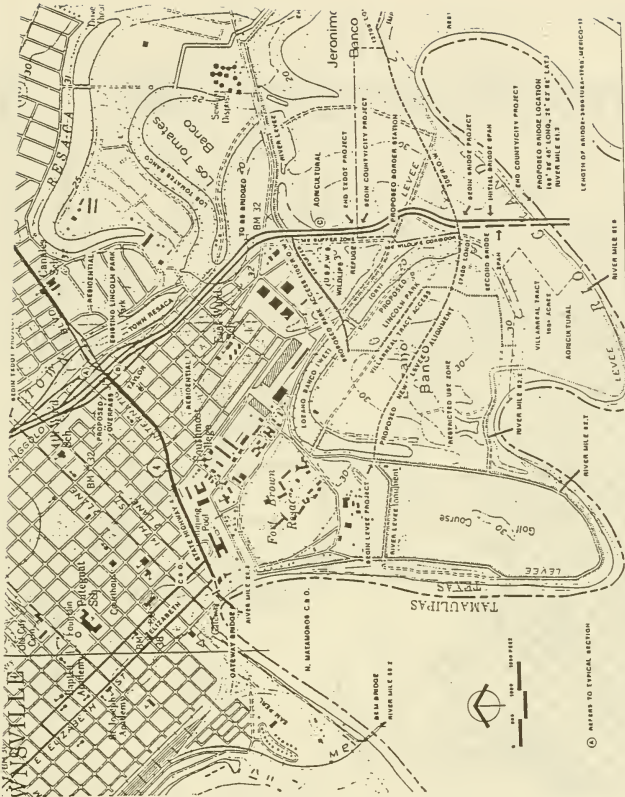
ALTERNATIVE "B" (AT GRADE)
LOCATION MAP

TRAFFIC ENGINEERS, INC.
 1323 Southwest Freeway Suite 200
 Houston, Texas 77014-1609
 (713) 270-8145



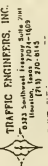
ALTERNATIVE 'C' - (ELEVATED PARKWAY)
LOCATION MAP

TRAFFIC ENGINEERS, INC.
8333 Southwest Freeway, Suite 110
Houston, Texas 77063
(713) 210-8115



ALTERNATIVE "D" - (RINGGOLD ALIGNMENT) LOCATION MAP

TRAFFIC ENGINEERS, INC.
8155 Southwest Freeway Suite 200
Houston, Texas 77054
(713) 270-8165



V. PRESIDENTIAL PERMIT

Page 10
U.S. 77/83 - Los Tomates Bridge

PERMIT

AUTHORIZING CAMERON COUNTY, TEXAS, TO CONSTRUCT,
OPERATE AND MAINTAIN AN INTERNATIONAL BRIDGE, ITS
APPROACHES AND FACILITIES AT THE INTERNATIONAL
BOUNDARY BETWEEN THE UNITED STATES AND MEXICO

By virtue of the authority vested in me as Under Secretary of State for Economic and Agricultural Affairs under Executive Order 11423, 33 Fed. Reg. 11741 (1968); as amended by Executive Order 12847 of May 17, 1993, 58 Fed. Reg. 96 (1993); the International Bridge Act of 1972 (86 Stat. 731; 33 U.S.C. § 535 et. seq.); and Department of State Delegation of Authority number 118-1 of April 11, 1973; having considered the environmental effects of the proposed action in accordance with the National Environmental Policy Act of 1969 (83 Stat. 852; 42 U.S.C. § 4321 et. seq.), having considered the proposed action in accordance with the National Historic Preservation Act (80 Stat. 917, 16 U.S.C. § 470f et. seq.), and having requested and received the views of various of the Federal Departments and other interested persons; I hereby grant permission, subject to the conditions herein set forth, to Cameron County, Texas (hereinafter referred to as "permittee") in partnership with the City of Brownsville, Texas, pursuant to interlocal agreement, to construct, operate and maintain an international vehicular and pedestrian bridge in the "Los Tomates" vicinity of Brownsville, Texas and Matamoros, Tamaulipas, Mexico.

* * * * *

The term "facilities" as used in this permit means the bridge, its approaches and any land, structure or installations appurtenant thereto.

The term "United States facilities" as used in this permit means that part of the facilities in the United States.

This permit is subject to the following conditions:

Article 1. The United States facilities herein described, and all aspects of their operation, shall be subject to the conditions, ~~provisions and requirements of this permit~~ or any amendment thereof; further that this permit may be terminated at the will of the Secretary of State or the Secretary's delegate or may be amended by the Secretary of State or the Secretary's delegate at will or upon proper application therefor; further that the permittee shall make no substantial change in the location of the United States facilities or in the operation authorized by this permit until such changes have been approved by the Secretary of State or the Secretary's

Article 2. (1) Standards for, and manner of, the construction, operation and maintenance of the United States facilities shall be subject to inspection and approval by the representatives of appropriate Federal or State agencies. The permittee shall allow duly authorized officers and employees of such agencies free and unrestricted access to said facilities in the performance of their official duties.

(2) Approval of the Secretary of Transportation shall be obtained prior to initiation of construction, in conformity with the first section of the Act of March 23, 1906 (33 U.S.C. § 491) and Section 5 of the International Bridge Act of 1972 (33 U.S.C. § 535c).

Article 3. The permittee shall comply with all Federal and State laws and regulations regarding the construction, operation and maintenance of the United States facilities, and with all applicable industrial codes.

Article 4. Upon the termination, revocation or surrender of this permit, and unless otherwise agreed by the Secretary of State or the Secretary's delegate, the United States facilities in the immediate vicinity of the international boundary shall be removed by and at the expense of the permittee within such time as the Secretary of State or the Secretary's delegate may specify, and upon failure of the permittee to remove this portion of the United States facilities as ordered, the Secretary of State or the Secretary's delegate may direct that possession of such facilities be taken and that they be removed at the expense of the permittee; and the permittee shall have no claim for damages by reason of such possession or removal.

Article 5. If, in the future, it should appear to the Secretary of Transportation that any facilities or operations permitted hereunder cause unreasonable obstructions to the free navigation of any of the navigable waters of the United States, the permittee may be required, upon notice from the Secretary of Transportation, to remove or alter such of the facilities as are owned by it so as to render navigation through such waters free and unobstructed.

Article 6. This permit and the operation of the United States facilities hereunder shall be subject to the regulations issued by any competent agency of the United States Government, including but not limited to the Department of Transportation and the United States Section of the International Boundary and Water Commission (IBWC). This permit shall continue in force and effect only so long as the permittee shall continue the operations hereby authorized in exact accordance with such limitations, terms and conditions.

Article 7. When, in the opinion of the President of the United States, the national security of the United States demands it, due notice being given by the Secretary of State or the Secretary's delegate, the United States shall have the right to enter upon and take possession of any of the United States facilities or parts thereof; to retain possession, management or control thereof for such length of time as may appear to the President to be necessary; and thereafter to restore possession and control to the permittee. In the event that the United States shall exercise such right, it shall pay to the permittee just and fair compensation for the use of such United States facilities upon the basis of a reasonable profit in normal conditions, and the cost of restoring said facilities to as good condition as existed at the time of entering and taking over the same, less the reasonable value of any improvements that may have been made by the United States.

Article 8. In the event of transfer of the United States facilities or any part thereof, this permit shall continue in effect temporarily for a reasonable time pending submission of a proper identification by the transferee for a new and permanent permit, provided that notice of such transfer is given promptly in writing to the Department of State accompanied by a statement by the transferee under oath that the United States facilities and the operation and maintenance thereof authorized by this permit will remain substantially the same as before the transfer pending issuance to the transferee of a new and permanent permit.

Article 9. (1) The permittee shall acquire such right-of-way grants, easements, permits and other authorizations as may become necessary and appropriate.

(2) The permittee shall save harmless the United States from any claimed or adjudged liability arising out of the construction, completion or maintenance of the facilities.

(3) The permittee shall maintain the United States facilities and every part thereof in a condition of good repair for their safe operation.

Article 10. The permittee shall provide to the General Services Administration (GSA), at no cost to the federal government, ~~a site that is adequate and acceptable~~ to GSA on which to construct border station facilities at the United States terminal of the bridge. The permittee shall fully comply with all National Environmental Policy Act and National Historic Preservation Act mitigation provisions and stipulations for transfer of the site to the General Services Administration.

Article 11. The permittee shall take all appropriate measures to prevent or mitigate adverse environmental impacts or disruption of significant archeological resources in connection with the construction, operation and maintenance of the United States facilities. The permittee shall submit to the United States Section of the IBWC the plans approved by the Texas Water Commission for sewage collection and treatment facilities, and their discharge limitations, along with any plans approved by the Texas Water Commission regarding water rights for water diversion facilities in the Rio Grande.

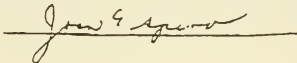
Article 12. The permittee shall submit to the U.S. Commissioner, IBWC, for review by the IBWC the conceptual and final levee relocation plan that forms a part of the international bridge proposal. Permittee shall comply with any appropriate changes required by the IBWC and also arrange for transfers of lands, rights-of-way and other works proposed as part of the new bridge construction and levee relocation plan.

Article 13. The permittee shall comply with all agreed actions and obligations undertaken to be performed by it in the Supplemental Environmental Assessment dated June 4, 1993, including but not limited to the Mitigation Plan attached thereto as Appendix A. Construction of the United States facilities shall be performed in substantial conformity with Alternatives A or C described in the Supplemental Environmental Assessment dated June 4, 1993.

Article 14. The permittee shall file with the appropriate agencies of the Government of the United States such statements or reports under oath with respect to the United States facilities, and/or permittee's actions in connection therewith, as are now or may hereafter be required under any laws or regulations of the Government of the United States or its agencies.

Article 15. The permittee shall send notice to the Department of State at such time as the construction authorized by this permit is begun, and again at such time as construction is completed, interrupted or discontinued.

IN WITNESS THEREOF, I, Joan E. Spero, Under Secretary of State for Economic and Agricultural Affairs, have hereunto set my hand this 7th day of October, 1993, in the City of Washington, District of Columbia.



VI. FINDING OF NO SIGNIFICANT IMPACT

Washington, D.C. 20520



FINDING OF NO SIGNIFICANT IMPACT

Los Tomates/Matamoros International Bridge III
and US 77/83 at Brownsville, Texas

SUMMARY: An environmental assessment of the proposed Los Tomates/Matamoros International Bridge project was prepared by Traffic Engineers, Inc. of Houston, Texas, for the sponsor, Cameron County, Texas. A draft environmental assessment was reviewed by over two dozen federal, state, and local agencies. After revisions based on comments received from interested agencies and other parties, the final assessment was reviewed and approved by Immigration and Naturalization Service, General Services Administration, Department of Interior Fish and Wildlife Service, Department of Agriculture, Department of Commerce, U.S. Customs Service, U.S. Coast Guard, Federal Highway Administration, Food and Drug Administration, International Boundary and Waters Commission-U.S. Section, Department of Defense and the Department of State.

Based on the environmental assessment, and comments received, the Department has concluded that issuance of the permit will not have a significant effect on the quality of the human environment within the United States. An environmental impact statement will not be prepared.

SUPPLEMENTAL INFORMATION:

Proposed Action

Cameron County, Texas, has requested a permit to build the first span of a new bridge, with access road, to be constructed across the Rio Grande between Brownsville, Texas, USA, and Matamoros, Tamaulipas, Mexico. The bridge will carry passenger and freight traffic, and is intended to relieve the traffic burden on existing bridges and downtown areas. The work will also include the following items: relocation of 10,100 linear feet of levee; relocation of a local park; addition of land to a wildlife corridor; and construction of a border inspection station. The new bridge is needed because current cross-boundary routes in the area are at capacity, and no further improvements to current routes are possible.

Factors Considered

The bridge sponsors reviewed eight alternatives, including the no-action alternative, and have identified two preferred construction alternatives, designated "A" and "C" in their Environmental Assessment. Both alternatives are identical

except that alternative "A" involves the construction of a road through Lincoln Park in Brownsville, while alternative "C" contemplates the construction of an elevated roadway over the park. No residential or commercial developments are to be removed to construct the project.

Among the factors considered in evaluating the environmental impact of the project were: effects on land use of adjoining properties; opportunities for short and long term development and employment; effects on community cohesion and social groups; traffic safety; changes in travel patterns and travel times; air quality impacts; absorptive capacity of current public facilities; impacts on storm water drainage and the floodplain; and historical and archaeological preservation.

The project sponsors expect that there will be additional development on some adjoining properties, and construction-related employment opportunities due to changes in traffic patterns. There are two other vehicle bridges between Brownsville and Matamoros; both routes have reached or exceeded capacity. The calculated worst one hour CO concentration for the expected traffic load is 3.3 PPM, which is 9.4% of the one hour National Ambient Air Quality Standard.

The preferred alternative routing will not break up any neighborhoods or involve the taking of residential property for construction, thus minimizing impacts on the residential community. All properties are served by city public utilities. Construction will not raise the elevation of the site more than one foot, so there should be no adverse effects on flooding. Storm drainage from the site will be replaced.

Mitigation of traffic noise is proposed for all receivers who will experience an increase in noise levels exceeding the Noise Abatement Criteria. Construction of noise barriers is the most likely approach.

Area farmlands have already been committed to urban, non-agricultural uses within the project area. The project is within the city limits of Brownsville, Texas.

Construction of the first bridge span will cause a slight temporary increase in water turbidity. This is a short-term disturbance without any permanent impact on the quality of Rio Grande river water. No direct or indirect impact on the ground water supply or quality is expected.

The mitigation plan for the project includes the exchange of undeveloped land for Lincoln Park, which lies in the construction zone. Pedestrian-bicycle facilities around Lincoln Park will remain or be reconstructed. Local roads will continue to provide pedestrian-bicycle access across the new traffic lanes.

The project will result in the permanent conversion of Lincoln Park's approximately 23.3 acres to Highway US 77/83 right of way. Lincoln Park will be replaced with 33 acres of land at a nearby location, minimizing the effect of the loss of the original park land. The new park land will adjoin a new Wildlife Refuge. Title to 167.6 acres of undeveloped land, located between the proposed new levee and the Rio Grande, adjacent to the new Lincoln Park site, will be transferred to the U.S. Fish and Wildlife Service (USFWS) by the City of Brownsville. USFWS will, in turn, transfer title of a 17.4 acre National Wildlife Refuge to the City, with covenants to ensure that it remains in its natural state.

The 167.6 acres will become part of the Lower Rio Grande Valley National Wildlife Refuge. A wildlife corridor will be developed between the two (old and new) Refuges. A 100-foot wide buffer zone will surround both properties. This action will increase vegetation and enhance habitat for all wildlife. Actual loss of habitat and wildlife from construction activity will be a short-term disturbance. A mitigation plan to establish and maintain the wildlife travel corridor while avoiding adverse impacts on bilateral flood control efforts has been prepared. This corridor will be maintained for wildlife, not as a park, and will form part of a more than 200-mile long wildlife corridor along the Rio Grande.

5.36 acres of Town Resaca and 0.16 acre of Los Tomates Banco are considered wetland/inland water and will be destroyed by the project. These wetlands will be replaced by an equal or larger acreage of man-made wetland/inland waters located south of the proposed new levee. Nine acres of wetlands/inland water in Lincoln Park will be replaced by the same amount of wetlands within the wildlife corridor.

Actual loss of habitat and potential loss of wildlife is a short-term disturbance with a long-term increase in habitat and potential increase in wildlife, including endangered species such as jaguarundi and ocelot. None of the fish species at the site are endangered or threatened.

Lights on the access road and bridge will illuminate only the road way. Brush will be planted below the bridge to provide further protection for wildlife.

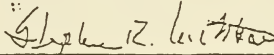
Construction methods designed to minimize adverse temporary effects are described in the assessment.

There are no hazardous material waste sites in the immediate project area. The promoter states that the probability of an extreme occurrence is low. Minor spills may occur more frequently. GSA plans a hazardous materials containment area for those transports which require it.

Finding of the Environmental Assessment

On the basis of the Environmental Assessment, a finding of no significant impact ("FONSI") is adopted and an environmental impact statement will not be prepared. This FONSI is issued based on the project sponsor's (Cameron County) full compliance with all mitigation provisions and stipulations for transfer of the site to the General Services Administration as previously agreed.

Dated: OCT 41, 1993



Stephen R. Gibson, Coordinator
Office of Mexican Affairs
U.S.-Mexico Border Affairs Unit

18639

2004

The East Loop Project

SOUTHWEST TRANSPORTATION PROJECT

1. Identify the State or other qualified recipient responsible for carrying out the project.
City of Brownsville, Texas and Texas Department of Transportation
with right-of-way being acquired by Cameron County.
2. Describe the design, scope and objectives of the project, including the phase
or phases proposed for funding.
Develop an environment assessment of East Loop, acquisition of
property and construction. Phase construction may be accomplished
for links A, B, C, and D. Objective is to provide a balanced
transportation system for East Brownsville and the Airport
industrial complex.
3. Is the project eligible for the use of Federal-aid funds?
Portions of the East Loop are eligible depending on the funding
source for the highway widening along links E and F.
4. What is the total project cost and source of funds?
\$18 million for total length. \$13 million for construction of
link A, B, C, and D. No funds are available other than Cameron
County for portions of the right-of-way along links D, E, and F.
5. Will there be private sector funding for a portion of the project and, if so, how
much private sector financing is being made available for the project?
Private funding will be proposed through right-of-way donations
along the route. Landscaping, sidewalks, and lighting will be
requested for link A and B from the Texas Southmost College.
6. Will the completion cost for the project exceed the amounts requested for the
project?
The project may be constructed in phase sequence and the cost
estimates are based on TXDOT 1993 annual average unit cost figures.
7. Has early work, such as angling and environmental analysis been done on the
project?
No - preliminary exploratory investigations for alignment and
costs - report available.
8. What is the proposed schedule and status of work on the project?
Begin construction in 1996 and complete links A, B, C, and D
by 1998.

10. Is the project considered by State or Regional Transportation Officials as critical to their needs?
Yes - It was defined within Brownsville's Urban Transportation Study and in the 1993 Valley Mobility Plan.
11. Why have the State and/or Regional Transportation Officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?
Requirement to develop alignment analysis and its relationship to the proposed Los Tomates international bridge connecting Brownsville, TX and Matamoros, TAMPS. Presidential permit for international bridge was issued in October 1993.
12. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?
Normal environmental issues along the Rio Grande. Similar issues have been successfully mitigated for the Los Tomates Bridge Project.
13. How will be project objectives be attained?
Through funding of the environmental assessment, and construction of links A, B, C, and D of the East Loop.
14. Describe the economic, energy efficiency, environmental, congestive mitigation and safety effects associated with completion of the project?
Provides an improved connection of the Foreign Trade Zone, enterprise zone, and Port of Brownsville with Mexico. The construction of the East Loop will improve traffic safety along the capacity deficient International Blvd. (SH 4). It will relieve congestion in the business district.
15. Will the project require an additional investment in other infrastructure projects?
If so, how will these projects be funded?
The Los Tomates bridge project will be undertaken through appropriated funds and the East Loop funds will provide the access from East Brownsville and the Airport area to the Los Tomates bridge.

16. In lieu of the proposed project what other transportation strategies have been considered by State and Local Transportation Officials?
The existing highway routes to the International bridges (in Brownsville) have reached these capacity and alternate routes such as the East Loop must be accomplished to provide relief to the existing infrastructure.
17. Is the authorization requested an increase to a previously authorized amount for this project, or will this be the first authorization for this project? Has this project previously received Federal funding commitments regarding future federal funding (such as an LOI or Full Funding Agreement), or appropriations?
This is the initial request for funding.
18. If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?
Yes, within the funding capability of the City of Brownsville and Cameron County for links A, B, C, and D. Links E and F are part of the existing FM highway system and would be improved based on need and priority scheduling.

HWY JNTY C	DESCRIPTION TYPE	LENGTH CATEGORY F. CLASS LEV AUTH	COST ESTIMATE				LET DATE COMMENT
			TOTAL CONST PE ROW	FEDERAL CONST PE ROW	STATE CONST PE ROW	LOCAL CONST PE ROW	
BROWNSVILLE URBAN TRANSPORTATION STUDY							
1419 6-01-024 meron 3	FR: 1.8 Mi. S. Morningside Rd. S. to FM 3068 40' Rural Section	2.4 STP4F 5 3	1,425,000 1,425,000	1,140,000 1,140,000	285,000 285,000		11/93 9004 NR
1419 26-01-900 meron 23	FR: 0.3 Mi. S. Morningside Rd. to 1.8 Mi. S. 4-In div. urban (65' C & G Sec- tion)	1.5 STP4D 5 3	2,200,000 2,200,000	1,760,000 1,760,000	440,000 440,000		11/93 9404D NR
1847 31-01-020 meron 23	FR: 1.0 Mi. N. of SH 48 to FM 802	1 STP4D 3 3	1,200,000 1,200,000	960,000 960,000	240,000 240,000		12/93 C-DISC NR
1847 1-06-912 meron 23	FR: FM 1847 E. to FM 511, SH 48 Const. Railroad Tracks Brownsville Nav. Dist.	5.7 DEM15 N/A N/A	14,204,000 14,204,000	14,204,000 14,204,000			1/94 9315P NR
511 384-01-900 meron 123	@Approx. 1 Mi. SE of FM 1847 Construct Railroad Underpass	0.8 DEM15 5 3	725,000 725,000	580,000 580,000	145,000 145,000		1/94 9315P NR
511 684-01-900 meron 123	@Approx. 1 Mi. SE of FM 1847 Construct Railroad Underpass	0.8 STP4D 5 3	1,750,000 1,750,000	140,000 140,000	350,000 350,000		1/94 C-DISC 9412 NR
1847 801-01-900 meron 1123	@Approx. 1.0 Mi. South of FM 511 Construct Railroad Underpass	0.9 DEM15 5 3	725,000 725,000	580,000 580,000	145,000 145,000		1/94 9315P
1847 1801-01-900 meron 1123	@Approx. 1.0 Mi. South of FM 511 Construct Railroad Underpass	0.9 STP4D 5 3	1,750,000 1,750,000	140,000 140,000	350,000 350,000		1/94 C-DISC 9412
US 77/83 39-16-43 meron 1123	SH48 Intersection Improvements	N/A STP4A 2 N/A	315,000 315,000	252,000 252,000	63,000 63,000		3/94 9404A1 NR
SH 4 0039-10-054 meron 1123	FR: FM 313 to FM 511 Construct 84' 4-lane divided urban	1.7 STP4D 3 1	1,900,000 1,900,000	1,520,000 1,520,000	380,000 380,000		8/94 C-DISC 9412 NR
B.U.S. meron 1123	One Large Trolley or Intercity Bus	Section 9	225,000	180,000		45,000	FY 94
B.U.S. meron 1123	Electrcnal Wiring and Lighting	Section 9	125,000	100,000		25,000	FY 94

The 6th & 7th Street Overpass Project

6TH-7TH ST. - UNION PACIFIC RAILROAD OVERPASS

SOUTHWEST TRANSPORTATION PROJECT

1. Identify the State or other qualified recipient responsible for carrying out the project.
City of Brownsville and Texas Department of Transportation

2. Describe the design, scope and objectives of the project, including the phase or phases proposed for funding.
Provide a 6-7th St. connection over the U.P.R.R. switching yards. The project would construct two one-way bridges and improve capacity for the corridor. The objective would be to provide an addition capacity corridor within this area of Brownsville.

3. Is the project eligible for the use of Federal-aid funds?
Yes. It is not presently not on the State network.

4. What is the total project cost and source of funds?
3.6 million - City of Brownsville bond funds for 1991 for \$2 million are available for use.

5. Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available for the project?
NONE

6. Will the completion cost for the project exceed the amounts requested for the project?
NO

7. Has early work, such as angling and environmental analysis been done on the project?
Schematic Design is complete, but an environmental assessment has not been completed.

8. What is the proposed schedule and status of work on the project?
Presently waiting on TXDOT's feasibility study to place 6/7th St. on the highway network and to participate in the funding.

9. Is the project included in the metropolitan and/or State Transportation Improvement Plan(s) and if so is it scheduled for funding?
Yes - feasibility study and environmental assessment is included in the TIP for \$50,000 funding study in 1995.
Project was included in the Rio Grande Valley regional mobility plan.
10. Is the project considered by State or Regional Transportation Officials as critical to their needs?
Yes - Project was identified within the Rio Grande Valley regional mobility plan.
11. Why have the State and/or Regional Transportation Officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?
The schematics were completed in 1992 and the feasibility study is programmed within the TIP. The City is awaiting the results of the feasibility study before requesting additional funding.
12. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?
No - These will be identified in the environmental assessment.
13. How will be project objectives be attained?
Upon completion of this project, a new corridor providing for 22,000 vehicles per day will be created and provide a new link to Mexico via the B&M International Bridge.
14. Describe the economic, energy efficiency, environmental, congestive mitigation and safety effects associated with completion of the project?
The project will provide for accident reductions along the capacity deficient Palm Blvd. and International Blvd. routes.
Energy efficiency will be provided through reduced delays presently encountered by the railroad switching activities.
15. Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?
No - transitions into the existing roadways are included as part of this project.

16. In lieu of the proposed project what other transportation strategies have been considered by State and Local Transportation Officials?
Grade separation of Palm Blvd. - That project would relieve congestion delays caused by the railroad but would increase the corridor capacity needed for this area.
17. Is the authorization requested an increase to a previously authorized amount for this project, or will this be the first authorization for this project? Has this project previously received Federal funding commitments regarding future federal funding (such as an LOI or Full Funding Agreement), or appropriations?
First time of request for funding of construction of this project. The \$50,000 environmental assessment funding is included in the TIP.
18. If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?
Yes, but insufficient funds exists in the 1991 bond funds.

2013

REPORT TO
BROWNSVILLE FIRST
REGARDING THE 6TH/7TH STREET
OVERPASS PROJECT

February 3, 1993

Page 1

6th-7th St.-Union Pacific Railroad Overpass

City of Brownsville
 Location T-1
 Date 1132208148
 File # 113-270-8141
 512 548 618-1
 113-270-8141

PRESENTATION

62 - 7th Railroad Overpass

A schematic analysis of the alternatives for extending 6/7th Street overall the U.P.R.R. marshalling yards was developed. The analysis three principal alternatives:

1. Two one-way bridges aligning with 6/7th St.
2. One two-way bridge aligning with 6th St.
3. One two-way bridge aligning with 7th St.

The cost of each alternative was:

Alternative one - \$3.6 Million

Alternative Two - \$3.21 Million

Alternative Three \$3.342 Million

The analysis included the significant impact of creating a new transportation corridor through the CAD which would add the potential for an additional 24,000 vehicles per day. Presently only two corridors exits i.e. Palm Blvd. to the west and 12-13th St. to the east.

CAPACITY ANALYSIS

With the present two corridors only 3,000 vehicle per growth may be incurred. Palm Blvd is presently at capacity. The only opportunity for growth and traffic relief for Internal Blvd and Palm Blvd is a new 6/7th St. corridor.

TRAFFIC SAFETY

The accident along the three corridor represent 216 accidents per year at a cost of \$1 million per year. It would be easily possible to reduce this number by 20 to 30% with a new safe corridor.

ALTERNATIVES

ONE - Two one-way structures with 7th St. containing a sidewalk. Both bridges contain two (2) lanes each being one-way. The right-of-way requirements for this alternative is greater than the other two alternatives. This alternative, as designed is critically located between the two adjacent warehouses along 6th St.

TWO - Under this alternative the proposed overpass will be a four lane bridge containing a sidewalk along one side. The

portion of Enrica da la Garza's warehouse. Circulation for 6th St. would be direct while traffic traveling on 7th St. from the Amigoland area would have a right turn maneuver onto St. Charles followed by a left turn maneuver onto 7th St. Although an environmental assessment has not been done on this project, this alternative has a significant historical residence on the corner of 6th St and St. Charles that most likely limited the design for this alternative.

THREE - The third alternative is a four lane 2-way structure alignment with 7th St. The travel flow from the overhead bridge street would be direct for traffic traveling along 7th St. while the 6th St. flow to Amigoland would consist of a left turn - right turn maneuver. The one-way street system involving St. Francis/St. Charles would need to be reversed.

TYPICAL DETAILS

Bridge Length - 523 feet consisting of 8 spans
 Overpass of Fronton St.
 Utilizes at 7 $\frac{1}{2}$ grade
 Requires license from U.P.R.R. & IBWC
 Begin grade at St. Francis
 End grade at rear access drive to Amigoland
 Total length 1800 feet

SUMMARY

Alternatives 1 and 3 appear to be the best two alternatives to pursue. Alternative one offers the best traffic circulation plan and the best plan for safety. It consists of two bridges instead of one and as such incurs the greater costs. \$3.6 versus \$3.34

Recently will strong effort from the Mayor, the project was placed on the State's MPO plan for conducting a feasibility study, environment assessment and to conduct public hearing. This serves as the first step in obtaining supplemental funding by the State for this project. They must show that the construction of this project will divert traffic from their system, International Blvd, and thereby providing added capacity and safety. The undertaking of this task is scheduled by the State in this years budget program. The actual construction and the City's joint participation would be dependent on the feasibility study. the City will fund 20% of the States \$50,000 feasibility plan.

This study documents the engineering analysis and findings of three schematic designs for extending Sixth and Seventh Street over the Union Pacific Railroad marshalling yard into a connection with Mexico Boulevard in Brownsville, Texas.

The extension of Sixth and Seventh Streets over the Union Pacific Railroad marshalling yard and into Mexico Boulevard is a significant transportation need in Brownsville. This project was defined within the 1970 Brownsville Urban Transportation Study developed by the City and the Texas Department of Transportation and has been included in the recently approved Rio Grande Valley Mobility Plan. The connection into Mexico Boulevard will provide for improved balance in the street network plan and increase the potential for development of the Amigoland area south of the marshalling yard.

Schematic plans were prepared to determine the preferred alternative for the Sixth and Seventh Street grade separation and street connections. The following grade separation alternatives were analyzed:

1. Two one-way bridge structures over the Union Pacific Railroad marshalling yard both aligning with Sixth and Seventh Street - Alternative 1.
2. One two-way bridge structure over the railroad yard aligning with Sixth Street to the north - Alternative 2.
3. One two-way bridge structure over the railroad yard aligning with Seventh Street to the north - Alternative 3.

The estimated cost of each alternative is shown in Table 1.

Table 1 Project Costs				
Plan	Construction	Engineering/ Utilities/ Contingencies	Right-of-Way	Total
Alternative 1	\$2,877,000	\$460,000	\$263,000	\$3,600,000
Alternative 2	\$2,465,000	\$395,000	\$350,000	\$3,210,000
Alternative 3	\$2,710,000	\$432,000	\$200,000	\$3,342,000

The project appears to have potential as a cooperative project between the City of Brownsville, the B&M Bridge Company, Amigoland Development, and the Texas Department of Transportation (TxDOT), as this project will benefit each of these groups. The Sixth/Seventh Street connection will increase the corridor's vehicular capacity by 24,000 vehicles per day. Presently, the only two access routes to the land area known as Amigoland are via Palm Boulevard and 12th Street. Only minor improvements can be accomplished along these two existing corridors in order to increase vehicular access to the potential commercial area between the levee and the Rio Grande and the B&M Bridge.

Future Design

A number of design concerns were identified following completion of final drafting efforts for the three alternative designs. As such, the schematic drawings presented herein do not reflect consideration of the design aspects listed below. These aspects of the design will be addressed during the final phase of engineering, pending approval of the Brownsville City Council.

- o The Union Pacific Railroad has expressed a desire to relocate the bent at station 107 + 11 on the southbound Sixth Street connection for Alternative 1. This request was made to insure that the main rail line would not be impacted by the proposed structure. This will require minor adjustments in the vertical alignment of the structure and a change in beam size;
- o The IBWC has requested alternative plans for levee access design to those presented in Alternatives 1, 2, and 3. One alternative that has been suggested by the IBWC is to provide ramps which connect to the proposed alignments on the south side of the levee. This and other alternative levee access designs will be preferred during the final engineering phase.
- o Enrique De La Garza has indicated a need to identify routes for fire trucks to the south face of the warehouses. The proposed alignments do not allow direct access to the back of these warehouses via the Sixth and Seventh Street corridors. Specific emergency routes will be identified during the final engineering phase of this project. Such access will be via Fifth St. to the rear of the buildings between Fifth St. to Seventh St.
- o Concern has been expressed over potential safety problems between an overpass connection to Seventh Street and an unmarked mid-block pedestrian crossing which is often used by patrons of the high-rise elderly housing building located on the northeast corner of Seventh Street and St. Frances Street. Solutions include establishing a well marked crossing, possibly at the intersection of Seventh Street and St. Charles Street.

aspects of each, after which the selection of the preferred alternative will be discussed.

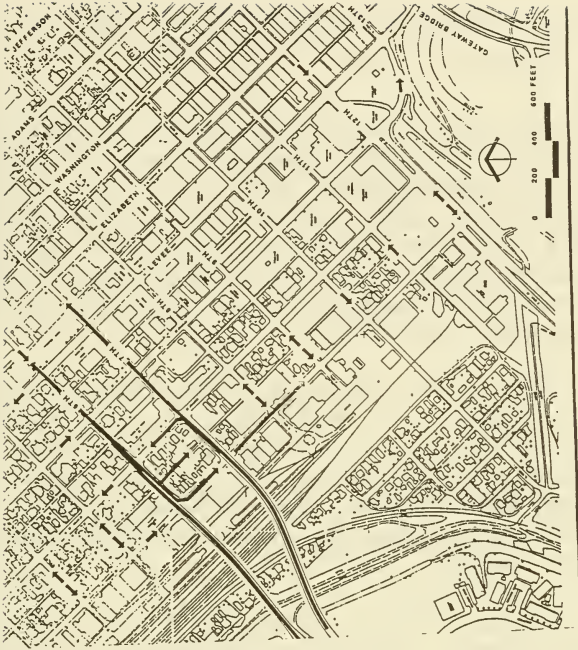
Alternative 1

Alternative 1 is a two structure alternative which provides a direct connection between 6th and 7th Streets to the 6th Street boulevard that exists south of the Union Pacific Marshalling Yards. This alternative provides the most functional and operationally acceptable overpass facility. The major advantage of this alternative is that the one-way circulation pattern along the 6th and 7th Street corridor is not changed. This design also limits the degree to which traffic circulation to the north of the marshalling yards is affected. The intersection of 6th Street and St. Frances Street has been flared to provide a 12 foot lane and a four foot sidewalk that runs parallel to the 6th Street bridge between St. Frances Street and Fronton Street. This facility will provide access to the paved alley between the lots on this block as well as provide access to Fronton Street. Access to 7th Street from Fronton will be eliminated. This is not a major concern, however, since this is a relatively low volume maneuver that is not expected to increase significantly.

Review of the typical sections indicates that the 6th Street structure is a two-lane facility while the 7th Street bridge is a two-lane facility with a sidewalk. Two 12-foot lanes and 2-foot shoulders were utilized for the 6th Street structure. Two 11-foot lanes, 2-foot shoulders, and a 6 foot sidewalk make up the 7th Street cross-section.

The right-of-way required for this alternative is more than is required for the other two alternatives. Some right-of-way acquisitions will be necessary north of the Union Pacific marshalling yard in order to construct and maintain the 7th Street bridge. This structure could not be constructed in the existing right-of-way because of the need to provide a sidewalk on one of the two overpasses. Construction of this facility will preclude access to several houses to the east of this structure, making it necessary to purchase these properties and houses.

A large amount of right-of-way to the south of the marshalling yards will also be required. The impact of this alternative on properties that exist between the two bridge structures will require that they be purchased. Obtaining these properties would be advantageous from the standpoint of construction and maintenance of the



TERNATIVE 1 VEHICULAR ACCESS FIGURE

overpass facility. The vehicular circulation plan for Alternative 1 is shown on Figure 6.

Alternative 2

This alternative also provides an operationally sound alternative for which a natural alignment is obtained without introducing a great degree of horizontal curvature for vehicles travelling along the bridge structure. Again, the one way circulation pattern along the 6th and 7th Street corridor is not changed. Access for vehicles travelling down 6th Street to Fronton Street, however, is not possible. Vehicles wishing to make this maneuver must utilize streets that parallel 6th Street to reach Fronton. The overall circulation of 7th Street between Fronton Street and St. Charles would continue to function as it does presently.

Review of the typical sections indicates that the proposed overpass will be a four-lane facility with a sidewalk. Twelve foot lanes and 2-foot shoulders were utilized throughout this alignment. Northbound overpass vehicles would access 7th Street at the intersection of St. Charles and 7th Street. A fully actuated signal would have to be designed at this location. Because the volume of traffic generated south of this intersection along 7th Street is minimal, the signal would not be expected to present a major operational problem.

Right-of-way requirements along this alignment were much less than those associated with Alternative 1. Two major considerations with respect to existing properties, however, were identified. The Enrique De La Garza warehouse operation will be adversely affected by this alternative. Part of this warehouse will have to be purchased in order to build the overpass. Historical houses also exist on the northeast corner of the intersection of 6th Street and St. Charles Street. Construction of this alternative will require that the lots on which these houses now sit be purchased and the houses moved to another site. This would involve a very lengthy process as well as a costly venture. The vehicular circulation for Alternative 2 is shown on Figure 7.

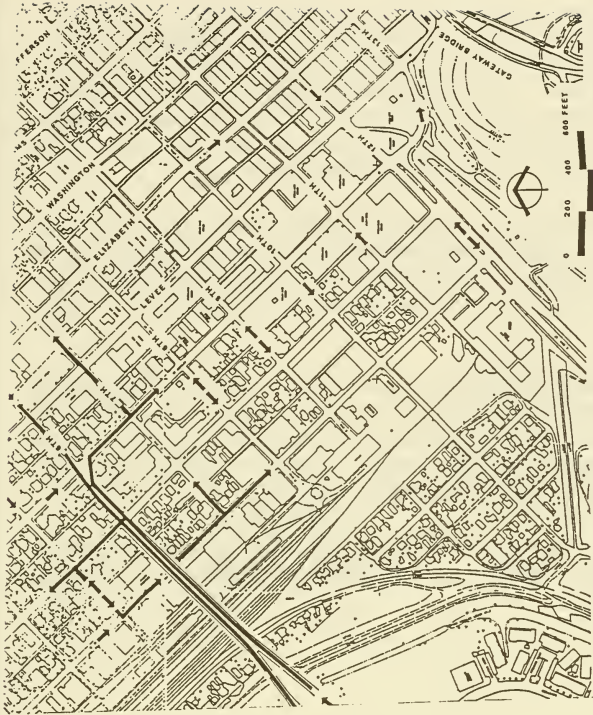


FIGURE 2 VEHICULAR ACCESS

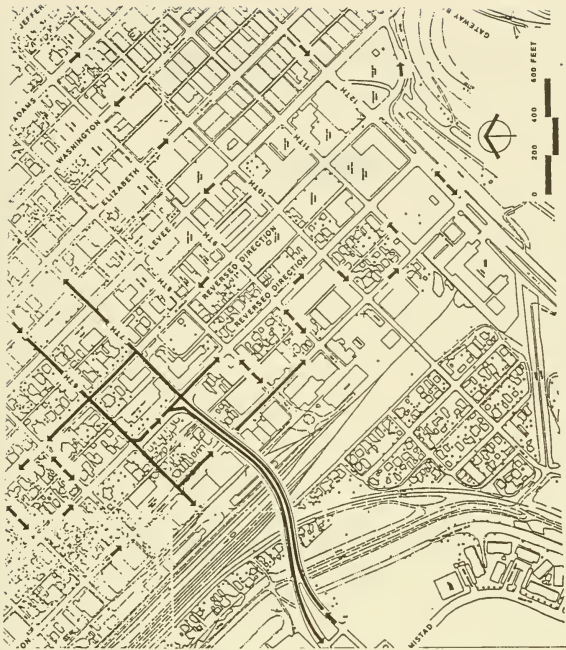
Alternative 3

Alternative 3 is a single structure overpass facility which connects the existing 6th Street boulevard south of the marshalling yards to 7th Street north of the marshalling yards. This alternative also provides an operationally acceptable alternative. Modifications to the existing CBD one-way street system, however, are required. St. Frances and St. Charles Streets must be reversed so that a high capacity route to the overpass along 6th Street can be obtained.

A direct connection is provided from the boulevard section south of the marshalling yards to the existing 7th Street alignment north of the marshalling yards. A review of the one way street reversal reflected that minor changes would need to be made at the Palm Boulevard and the 12th Street signalized intersections on St. Charles Street.

This alternative requires approximately the same amount of right-of-way as Alternative 2. The only piece of right-of-way which may present a problem is the fenced storage lot owned by Harden, Jr. Warehouse Enterprises, since this operation has been designated as a site with potential historical significance. Figure 8 reflects the vehicular circulation plan for Alternative 3.

Although this alignment will provide an operationally acceptable alternative, the severe degree of horizontal curvature associated with it will drive the costs of the structure up.



ALTERNATIVE 3 VEHICULAR ACCESS F

2024

Exhibits

Border Transportation Infrastructure Package
Rio Grande Valley Area

Texas Department of Transportation
January 1, 1994

BORDER TRANSPORTATION INFRASTRUCTURE PACKAGE



Texas Department of Transportation

JANUARY 1, 1994

SUMMARY OF MAJOR HIGHWAY PROJECTS
IN THE VALLEY AREA

- Total Projects Completed or Under Construction in the last 18 Months: \$ 68.28 Million
- Total Projects Scheduled for Construction in the Remainder of FY 94: \$ 25.39 Million
- Total Projects Scheduled for Construction in FY 95: \$ 24.32 Million
- Total Projects Scheduled for Construction in FY 96: \$ 25.31 Million
- Total Projects Authorized for Planning: \$217.29 Million

Total Cost of Projects: \$360.59 Million

MAJOR PROJECTS IN THE VALLEY AREA
(Authorized For Planning)

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT LETING STATUS
75	Cameron	US 77	Fr 6th Street, S.B. Frtg Rd To 10th Street Constr 36 Ft C&G Frtg Rd	0.3	\$1.30	Planning Underway
76	Cameron	US 83	At US 77/83 Interchange Constr Two Direct Connect Ramp	0.5	\$15.00	Planning Underway
77	Cameron	US 77/83	Fr 0.2 Mi. N. of Intern'l Blvd To East Ave in Brownsville Extension of US 77/83	0.7	\$12.50	Planning Underway
78	Cameron	BU 83-S	Fr FM 800 To Hidalgo County Line Widen to 4-lane urban section	5.1	\$6.18	Planning Underway
79	Cameron	SH 100	Fr US 77 To FM 1792 Feasibility Study/Future Need	22.8	Not Available	Planning Underway
80	Cameron	SH 48	Fr Shrimp Basin, NE To SH 100 Widen to 4-lane divided rural	9.9	\$12.00	Planning Underway
81	Cameron	SH 48	Fr Union Carbide Channel To Shrimp Basin Widen to 4-lane divided rural	2.5	\$2.81	Planning Underway
82	Cameron	LP 590	Fr 508 To FM 1595 in Harlingen Constr New Loop	2.2	\$1.60	Planning Underway
83	Cameron	PR 100	Fr 0.4 Mi. S. of Causeway To 0.4 Mi. N. of Causeway Construct Interchange	0.8	\$2.43	Planning Underway
84	Cameron	FM 510	Fr Stenger Street, SW 0.6 Miles Constr New Rdwy w/ UP & US 77	0.6	\$2.42	Planning Underway

MAJOR PROJECTS IN THE VALLEY AREA
(Authorized For Planning)

ID NO. ON MAP	COUNTY	HIGHWAY	LIMITS/IMPROVEMENTS	LENGTH (MILES)	TOTAL EST. STATE COST (IN MILLIONS)	PROJECT LETTING STATUS
85	Cameron	FM 1419	Fr 1.8 Mi. S. of Morningdale Rd To FM 3068 Widen to 4-lane divided urban	2.4	\$2.20	Planning Underway
86	Cameron	SH 100	Fr 6.2 Mi. E. of FM 1847 To FM 510 Reconstr to 4-lane divided rural	6.0	\$7.51	Planning Underway
87	Cameron	FM 509	Fr FM 800 To US 281 Construct Farm to Market Road	3.8	\$2.90	Planning Underway
88	Cameron	FM 509	Fr US 77/83, SW To FM 800 Extend and Reconstr FM Road	3.7	\$2.30	Planning Underway
89	Cameron	6th & 7th Streets	Fr Elizabeth Street To Amigoland Mall in Brownsville Extend 6th & 7th Streets over RR	0.1	\$3.0	Planning Underway
90	Hidalgo	US 83	Fr the Cameron County Line To Mission Relocate Various Ramps	Var	\$0.75	Planning Underway
91	Hidalgo	FM 2220	Fr LP 374 in McAllen To FM 1924 Widen to 4-lane divided urban	2.9	\$2.70	Planning Underway
92	Hidalgo	BU 83	Fr FM 2557 in San Juan To First Street in Donna Widen to 4-lane divided urban	5.3	\$6.98	Planning Underway
93	Hidalgo	BU 83	Fr 0.4 Mi. E. of SP 433 in Donna To Mile Six Road in Weslaco Widen to 4-lane divided urban	2.6	\$3.77	Planning Underway

Rio Grande Valley Mobility Plan
March 1992

by the
Rio Grande Valley Regional Mobility Task Force, a 110 member public /private sector
group representing a four county area.

Significant Changes since March 1992:

- Passage of the NAFTA.
- Presidential Permit received for the Los Tomates Bridge project.
- Significant passenger service re-established at the Brownsville/South Padre Island International Airport.
- The Port of Brownsville is diligently working toward a Presidential Permit for the proposed commercial truck and rail bridge.

RIO GRANDE VALLEY MOBILITY PLAN

Presented to

TEXAS DEPARTMENT OF TRANSPORTATION
COMMISSION

by

RIO GRANDE VALLEY
REGIONAL MOBILITY TASK FORCE

March, 1992

EXECUTIVE SUMMARY

Coordinated by:

Lower Rio Grande Valley
Chamber of Commerce

Prepared by:

Shiner, Moseley and Associates with
Public Strategies, McCray Research,
Olivarri & Associates, and Vesta Rea
and Associates

This Regional Mobility Plan was developed under the guidance of the Rio Grande Valley Mobility Task Force. The Task Force consisted of approximately 110 members representing a broad spectrum of public and private sector interests throughout the four county area: Cameron, Hidalgo, Starr and Willacy.

The Task Force was organized by the Rio Grande Valley Chamber of Commerce and funded by contributions from both public and private sources.

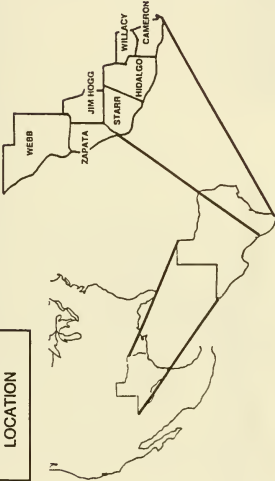
The recommendations contained in this Mobility Plan were unanimously adopted by the Task Force at a February 12, 1992 meeting.

Public officials from throughout the Valley signed a letter of endorsement; this letter with 44 signatures is contained as an appendix.

The Plan was prepared by a consulting team headed by Shiner, Moseley and Associates supported by Public Strategies, McCray Research, Olivarri and Associates, and Vesta Rea and Associates. Many organizations contributed technical information and support, including the Texas Department of Transportation, cities, counties, and private groups. This report would have been impossible without their assistance and support.

EXISTING CONDITIONS

LOCATION



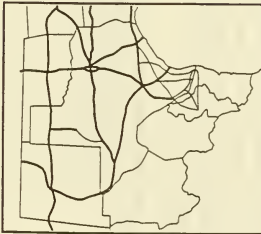
- Astride N. American Trade Route
- US-Mexico Trade: 60B\$/yr
- Texas-Mexico Trade: 28B\$/yr
- Approximately 50% of All Trade Moves Through South Texas

SOCIO ECONOMIC SYNOPSIS	LOW HISTORICAL HIGHWAY FUNDING
• Avg Income: \$7,000/capita vs \$15,500/capita statewide • Unemployment: 13% • Percent Population Living in Poverty: - Valley: 40% - Nation: 13% • Rapid Population Growth • Experiencing Rapid Economic Changes: - Agriculture: Negative Trends - Tourism: Positive Trends - Manufacturing: Positive Trends	• Dist 21: 43M\$/yr; \$51/capita/yr - State: 1,758M\$/yr; \$110/capita/yr (* Includes Laredo; 85-89 Avg)

- The Rio Grande Valley is one of the most socio-economically depressed areas in the US according to all indicators -i.e. unemployment, education, poverty level, etc.
- Valley population is growing at over 30% per decade; in Northern Mexico the rates exceed 17-18%; trends are expected to continue for at least the next 20 years.
- These conditions result in 40% of the population living below the poverty level.
- One direct consequence of these conditions is that local governments are severely hampered in the ability to finance the development of transportation infrastructure.
- The decline in all types of federal and state support in recent years has complicated the problem.

- Agriculture, long the mainstay, has been hard hit by droughts and freezes.
- Manufacturing has been a bright spot, principally due to the Maquiladora's or twin plants.
- Tourism is another growth area. The visitor mix contains Winter Texas, family vacationers, conventioners, and others, to form a diverse, year-round base.
- Spurred by manufacturing and retail trade, in part the result of the improvements in the Mexican economy, the border area is now the fastest growing regional economy in Texas.
- All of these conditions point to the need for improved transportation facilities, yet during the last half-decade highway funding, on a per capita basis, is less than half of the state average.

PRESENT TRANSPORTATION INFRASTRUCTURE



- **HIGHWAY:**
 - Lacks Quality Access to Interstate System - Causes Increased Travel Time
 - Total of 4500 Centerline Miles
- **BRIDGES:**
 - Existing: 7 w/22 Lanes
 - Proposed: 8 w/32 Lanes
 - Access Is Congested
 - Border Crossing Processing Is Slow

• PORTS (FOUR):

One Deep-Draft, One Intermediate, and Two Barge-Draft

• AIRPORTS:

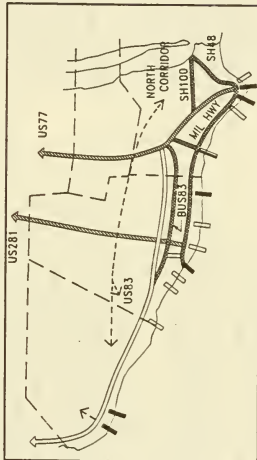
Three Commercial, and 11 General Aviation/Private

• RAIL:

Two Major Lines, Two Short-Haul Lines, and One Bridge Over Rio Grande

• PUBLIC TRANSIT:

Limited: One City System, One Private System, and a Rural Transit Program



- The highway system has approximately 4500 centerline miles in the four Valley counties.
- There is only one freeway system, the "Valley Expressway", which has the portion of US 83 and US 77 that stretches from Brownsville to western Hidalgo County.
- The major roads out of the Valley, US 281 and US 77, as they now exist, do not provide quality, controlled access highway connections to the existing Interstate System. This deficiency results in both safety hazards and increased travel time. The travel time is important to commercial traffic, since each additional hour on the road costs an "18-wheeler" between \$50-60/hour.
- Presently there are 7 bridges with 22 lanes; one under construction; and 8 proposed bridges with 32 lanes. The existing bridges are very congested, especially the access through urban areas and customs/immigration processing.
- Public transit needs are presently served by one municipal system (Brownsville), one private system (Valley Transit Co.) and a rural transit program.
- The Valley has four water ports. Brownsville is a deep draft seaport with major improvements currently underway. Port Isabel is a medium draft port located adjacent to the Brownsville Ship Channel. Harlingen and Port Mansfield are shallow draft ports that serve Gulf Intracoastal Waterway traffic. Port Mansfield also serves the offshore oil industry and leisure boating.
- Harlingen and McAllen have commercial airports with both passenger and cargo traffic. Brownsville is mostly a cargo airport with limited passenger service to Mexico. In 1990 these airports handled 800,000 passengers and 11.5 million tons of cargo. There are 11 general aviation airports.
- The Valley is served by two major rail lines (Southern Pacific, Union Pacific) and two short-haul rail lines.
- There is only one rail bridge crossing into Mexico in the entire Valley. It is located in downtown Brownsville and handles both rail and vehicle traffic.

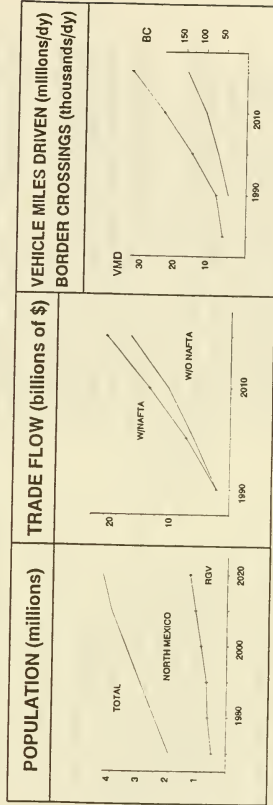
TRANSPORTATION IMPACTS OF GROWTH

- Significant Growth Either With or Without NAFTA
- Methodology . . . Use Forecasts of Economic Activity, Trade Flows, Population to Estimate Future Traffic and Identify Needs Based on Level of Service Deterioration
- Focus on Projects of State/National Interest

(NAFTA - North American Free Trade Agreement)

- International Trade: Up 300-320% Without NAFTA . . . an Additional 20-40% With NAFTA
- Traffic to Double by 2000 and Again by 2020
 - Miles Driven: 3--> 6-->12 Billion/yr
 - Intl Crossings: 18-->30-->55 Million/yr

- At current highway improvement rates, mobility loss to double by 2000; Roads in LOS "E" to increase from 9% in 1990 to 20% in 2000



- The Valley is already experiencing significantly increased demands on its transportation infrastructure and these will grow very rapidly in the future.
- According to the International Trade Commission studies prepared for the US Senate Finance Committee, international trade traffic will go up significantly either with or without the passage of the proposed North American Free Trade Agreement (NAFTA). Without NAFTA it is projected to increase 300-320% and with NAFTA it will increase an additional 20-40% - i.e., 360-400% above current levels. These projections were used to help estimate future transportation needs.
- The figures on the accompanying chart indicate the projected increases from present levels.
 - Traffic is expected to double by 2000 and then again by 2020.
 - Total vehicle miles driven exhibit similar trends:
 - In 1990- 3 billion; in 2000- 6 billion, and in 2020- 12 billion vehicle miles per year.
 - International crossings will go from 18 million/year in 1990 to 30 million by 2000, and 55 million by 2020.
- Instead of simply projecting past traffic counts, the Rio Grande Valley Mobility Plan utilized forecasts of economic and socio-economic activities to develop projections of future goods and people movements. These estimates were, in turn, used to project vehicle movements. This increased total traffic loading was distributed to the existing road system to identify needed improvements.
- Using accepted traffic engineering practices, estimates were made of the impact of this traffic. A level of service (LOS) of "E" indicates severe congestion and a pressing need for improvement. Presently 9% of the Valley's highways are at LOS-E. This will more than double by 2000, increasing to 20% the number of roadways at LOS-E.
- Congestion in the Valley has a significant impact that goes far beyond South Texas. Improvements to the highway system both in the Valley and leading into and out of the Valley will significantly enhance both international and interstate commerce. Consequently, they are in both the state and national interest.

NEEDED TRANSPORTATION IMPROVEMENTS

HIGHWAYS	PORTS	AIRPORTS
• International/Regional: - Upgrade direct routes (US 281, US 77) - To interstate system (IH 37) - Improve access to border crossing bridges - Upgrade existing system to serve International/Regional traffic moving parallel to border (US 83, SH 100, SH 48) - Plan for North Valley Corridor • Regional/Local: Provide improved movements between communities and/or around heavy use areas • Local/Local: Linkages for intra-city movements and improved access and feeders	• Complete ongoing improvements at Brownsville: deepening, new docks, bridge • Other ports pursue specialty markets, appropriate improvements • Protect funding of Gulf Intracoastal Waterway	• Upgrade runways/taxiways for larger cargo aircraft • Expand revenues resulting from NAFTA prospects, lease agreements • Do cooperative expansion with emphasis on "Niche-Markets" emphasizing industry/cargo



BRIDGES	TRANSIT	RAIL
• Actual bridges done by local interests in cooperation with Mexico • Historical state role is to provide access • Need state policy to begin state planning sooner so that access is available when a bridge is complete	• Recognize that needs will grow greatly • Begin planning for an integrated system adequate for 21st century: - Needs Assessment - Financing Options - Strategic Issue Identification	• Need additional rail crossings into Mexico • Relocate out of congested downtown • Increased cooperation with Mexico • Encourage more short-haul line(s) to supplement SP/UP

In order for the RGV's transportation system to meet future needs, a multitude of improvements will be required in all modes.

The increased funding will have to come from a number of different sources, both public and private.

- The highway system improvements fall into three categories:
 - International/Regional highways and bridge access are vital to traffic movements across the Border and movements between the Valley and the rest of Texas and the US.
 - Regional/Local highways link communities, provide parallel corridors, loop heavy use areas, and serve as feeders to international/regional systems.
 - Local/Local projects handle intra-city movements, provide access to new developments, and serve as feeders to regional and international systems.
- Significantly increased access is needed to serve both existing and proposed bridges. The state needs to adopt a new policy to provide better access to bridges. A critical element would be for the state to begin early planning for bridge access so that the access routes are complete at the same time a bridge is ready.
- Major airport improvements will be needed, especially runway/taxiway upgrades. The increased traffic will offer opportunities for expanded airport revenues to help fund a range of improvements.
- Major deep-draft improvements at the Port of Brownsville will be completed within the next few years, thereby significantly enhancing the Valley's maritime potential. Improvements will also be needed at the other Valley ports.
- Public transit needs are going to grow rapidly and Valley interests need to begin planning now for increased service in the future.
- The most urgent railroad need is for additional railroad bridge crossings into Mexico.

The purpose of these highways is to provide adequate capacity across the border and between the Valley and the rest of Texas and the US.

The total estimated cost of these projects between now and 2000 is \$490 million. An additional \$460 million will be needed between 2000 and 2020.

SPECIFIC PROJECTS/PROJECT GROUPS

- Expedite the funding and construction of projects already in advanced stages of planning or design (i.e. "plans on the shelf").
- Expedite the completion of the two major highways running north out of the valley (US 281, US 77) to multi-lane, divided highways with controlled access providing expressway-level service from the Rio Grande River to the existing US Interstate System (IH-37) and also along the Rio Grande (Military Highway).
- Provide improved access between existing bridges and the Valley Expressway and adequate access between new border crossing bridges and existing major routes or infrastructure connections. Expedite the Los Indios Bridge connection construction since the bridge is under construction and will open in fall 1992.
- Widen US 77/83 Expressway to six lanes from Brownsville to Mission.
- Upgrade SH 100 from US 77/83 to South Padre Island.
- Upgrade SH 48 through the Port of Brownsville area and to South Padre Island.
- Widen US 83 to four lanes divided from the Starr County line west to Roma and extend the US 83 Expressway from Mission to the Starr County line.
- Widen US 83 to four lanes divided from Roma to Laredo.
- Upgrade US 83 Business to a four and six lane highway.
- Plan for a Northern Valley Transportation Corridor lying beyond existing development, and reaching from Gulf to at least above Roma.

REGIONAL AND LOCAL HIGHWAY NEEDS

"REGIONAL/LOCAL" PROJECTS	"LOCAL/LOCAL" PROJECTS
Function: - Link Communities - Parallel Corridors - Loop Heavy Use Areas Twenty four Project Groups With 71 Individual Projects Totalling 483 Centerline Miles Capital Requirements: 1991 - 2000: \$192 Million Total by 2020: \$442 Million	Function: - Improve Intra-City Movements - Provide Access to New Developments - Feed Regional, International Systems Eighty-Two Individual Projects With Over 226 Centerline Miles Capital Requirements: 1991 - 2000: \$ 74 Million Total by 2020: \$169 Million

This group of projects, while they do not always directly serve international commerce, are nonetheless critical to overall regional transportation needs. They enhance the Valley's ability to provide the wide range of services and facilities required to support international commerce. Consequently, these facilities can also be in the state and national interests.

- The needed Regional/Local improvements include 24 project groups that contain a total of 71 individual projects. These projects contain a total of 483 centerline miles.
 - Funding requirements between now and 2000 total \$192 million.
 - Additional funding needs between 2000 and 2020 are \$250 million.
 - Total projected costs for the 71 projects between now and 2020 is \$442 million.
- The Local/Local category contains 82 individual projects with 226 centerline miles.
 - The estimated cost between now and 2000 is \$74 million.
 - The additional needs in the 2000-2020 period is \$95 million.
 - The total estimated cost for 82 projects in the 1991-2020 period is \$169 million.

SUMMARY OF ACTIONS NEEDED

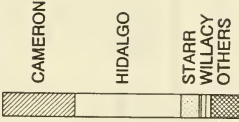
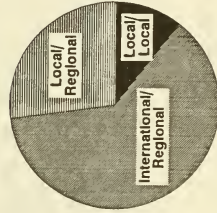
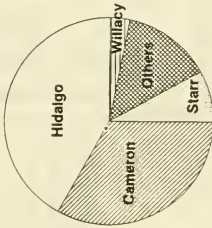
STATE OF TEXAS	RIO GRANDE VALLEY
• Fund \$700 Million by Year 2000 for Highways of National and Regional Significance • Redesignate Select Farm Roads as State Highways • Expedite Improvements by "Contracting Out" of the Process • Authorize "Upfront" State Funding to Border Counties for ROW • Increase Joint Planning Efforts with Mexico	• Use Mobility Task Force as Vehicle for Ongoing Cooperation • Continue Joint Planning Efforts and Involve Mexico Interests • Formally Review and Revise the Regional Mobility Plan on a Two Year Basis • Devise and Execute an Ongoing Campaign to Insure Adequate Funding, Other Matters • Plan and Arrange Funding for Local Participation Requirements
FEDERAL GOVERNMENT	• Recognize Critical Role of Intermodalism and Encourage Cooperative Efforts with Airports, Ports, and Rail • Plan for Significantly Increased Transit Role • Encourage More Public-Private Cooperative Ventures
• Provide Adequate Resources to Minimize Border Crossing Delays • Act Expeditiously on Bridge Approvals	

APPENDICES

The following charts provide supplemental information to this Executive Summary

SUMMARY OF EXPENDITURES

COSTS BY COUNTY COSTS BY TYPE C-L MILES IMPROVED



PROJECT CLASSIFICATION	COSTS IN MILLIONS OF DOLLARS						
	RIO GRANDE VALLEY COUNTIES			SUB TOTAL		OTHER ①	
	CAMERON	HIDALGO	STARR	WILLACY	TOTAL	COUNTIES	TOTAL
International/Regional	291	412	95	12	810	185	995
Local/Regional	168	188	25	39	420	16	436
Subtotal	459	600	120	51	1230	201	1431
Local/Local	38	131	-----	-----	169	-----	169
TOTAL	497	731	120	51	1399	201	1600
Average Per Capita	1903	1912	2960	2880	2000	-----	-----

① These expenditures are in counties north of the Valley in which expenditures will be required along US 281 and US 77.

INTERNATIONAL HIGHWAY BRIDGES

- Urban Locations Are Very Congested
- Long Delays Due to INS/Customs
- Access Is Inadequate
- If All Proposed New Bridges (or Equivalent Capacity) are Constructed They Should Meet Needs Thru 2020
- Estimated Total Cost of Future Bridge Access - \$116M
- Bridges are Done by Local Interests and the Bridge Costs are Not Reflected In Above \$116 Million
- Need State Policy to Insure Adequate and Timely Bridge Access

BRIDGE STATUS	No.	Lanes
Existing	7	22
Under Const*	1	4
Proposed	8	32
(Also one small ferry)		
• Open Nov 1992		

BORDER CROSSINGS:

1990		18 Million/Year
2000		30 Million/Year
2020		55 Million/Year

PROPOSED BRIDGE *	INITIAL APPROVAL PHASE						FUNDING/FINAL APPROVAL PHASE				CONST/OPER PHASE			
	FIRST DIPL NOTE	BRIDGE/ APPROACH PREL ENGR U.S.	PRES. PERMIT	IBWC PLAN	ENV. PLAN	COE PERMIT	FUNDING IN-PLACE		FINAL ENGR DESIGN	LAND ACQ.	BORDER STATION C.I.P.	FINAL DIPL NOTE	BRIDGES/ FACILITIES CONSTR.	ROADWAY CONNECTOR CONSTR.
							U.S.	MEX						
Port of Brownsville	●	●					●			●				
Los Tomales, Brownsville	●	●		●										
FM 802, Brownsville	●	●												
Los Indios	●	●	●	●	●	●	●	●	●	●	●	●	Opening - 11/1/92	
Donna	●	●	●							●				
Pharr	●	●	●	●	●	●	●	●		●	●			
McAllen	●	●												
Mission	●	●	●											
Los Ebanos	●	●	●											

* Above Table reflects status of March, 1992. The status of an individual bridge may change rapidly.

E-A2

Shiner, Moseley and Associates, Inc.

Rio Grande Valley Mobility Task Force

Ernest Calkins 1274 Lawrence St. Bait 12
 1
 Edward Levine Jr. 1414 S. Lincoln Dr. 157
 New Transit Hotel Representative Bait 38
 P. O. O'Brien 1 Lakeview 324-12 179
 Carl Heston 1414 S. Lincoln Dr. 157
 Ernie DeLong

Mr. Ray Jackson, Jr., Chairman
Mr. Henry James III, Commissioner
Mr. David E. Bernick, Commissioner
Tennessee Transportation Commission

Qualcomm: We, the undersigned, elected State Officials, County Judges, and Mayors of the Rio Grande Valley, join in a spirit of cooperation and unity to encourage the Texas Transportation Commission to undertake a major infrastructure program for our area in the southern

It is our valued opinion that continued prosperity and economic growth of the Big Grade Valley truly rely on the infrastructure system.

This letter assures that we are united in the efforts to meet the current and future infrastructure needs of the Big Grade Valley and stand ready to provide any assistance requested by the Texas Transportation Commission.

20
 LAMARSON B. GALLIS, Jr.
 County Judge, Columbia County
 21
 J. Edgar Bell
 County Judge, Washington County
 22
 J. H. GARCIA, JR.
 County Judge, Elmore County
 23
 EDWIN W. GARDNER
 County Judge, Wilcox County
 24
 John S. Whelan
 County Judge, Barry County

Wm. Lusk, Esq. 13, 15 E. Main
PR Ry. A.V.C. CITY OF BIRMINGHAM
Wm. Lusk, Esq. M. M. Turo
1205 Second Bayview Bk
McLure Birmingham, Tenn
John F. Mc Alto Lake, Tenn
Charles McNeill Alto, Tenn
Robert McNeill Lawrence, Tenn
John McNeill Alto, Tenn

Norman B. Greene Meredith, Iowa

Head of White Rpt	Alamo
Pedernales	Brownsville
Silver River	Sandwich
Arenal Spring	Katow
San Auguste	Anchorage
~~White House~~	Danora
River John J	Phon
Peterson Springs	Lafayette
Rocky Mt. Forest	La Jolla
Dave's	5650

[illegible]

Brownsville Economic Notes

BROWNSVILLE ECONOMIC NOTES

Provided by the Brownsville Economic Development Council

The City of Brownsville has experienced a growth spurt over the last year, and a diversification of its economy base.

- ◆ The regular sales tax for September 1993 increased 56.3% over September 1992, and increased 55.4% over FY '92 and 64.4% over FY '91.
- ◆ The year to date building permits value for the city has increased 26.3% over the total for 1992.
- ◆ The growing influx of manufacturing industry supplier and service companies has provided the area with a fully integrated metal work infrastructure. Local retail and industry is expanding.
- ◆ Among the new educational programs is a \$23 million Manufacturing Center at the University of Texas at Brownsville, and a \$4 million Technology Center sponsored by Trico Technologies. The BISD has a new magnet High School of Technology, and another magnet high school for health services is located in the area.
- ◆ The average unemployment rate is at its lowest since 1986, while manufacturing employment is at the highest.
- ◆ Infrastructure improvements in anticipation of the passage of NAFTA include:
 - * Passage of a \$9.4 million Cameron County road bond issue. State and Federal funds for the project total \$136.5 million.
 - * Recent acquisition of the Presidential Permit for the Los Tomates international bridge, the third international bridge in Brownsville.
 - * The Port of Brownsville has also applied for permits for a \$21 million commercial bridge linking the Port with Matamoros, Mexico industrial area.
 - * Since 1991, Brownsville has passed \$250 million in bonds to improve infrastructure, and the Brownsville Navigation District approved \$43 million for improvements to the Port.
- ◆ In addition to having the largest cargo handling airport in the Valley, Brownsville now has commercial airline service.

TESTIMONY OF
JOE MC GUIRE, PRESIDENT
ROUTE ONE ASSOCIATION
P.O. BOX 999, MT. CARMEL, ILLINOIS
TELEPHONE 618-262-8327

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TESTIMONY OF JOE MC GUIRE, PRESIDENT OF THE ROUTE ONE ASSOCIATION

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE, I AM JOE MC GUIRE, PRESIDENT OF THE ROUTE ONE ASSOCIATION, A COALITION OF 15 COUNTIES LOCATED IN EASTERN AND SOUTHEASTERN ILLINOIS. WE FURTHER IDENTIFY OURSELVES AS THE ROUTE ONE CORRIDOR STRETCHING 265 MILES FROM KANKAKEE TO HARRISBURG. I WANT TO THANK YOU AND THE COMMITTEE FOR THIS OPPORTUNITY TO TELL YOU A LITTLE ABOUT OUR ORGANIZATION AND OUR PART OF THE COUNTRY.

WE ARE A GRASS ROOTS ORGANIZATION SUPPORTED ENTIRELY BY A DUES PAYING MEMBERSHIP. WE DO NOT HAVE A PAID STAFF BUT DEPEND ON MANY VOLUNTEERS WHO SUPPORT US AND OUR GOALS. OUR BUSINESS IS CONDUCTED BY A BOARD OF DIRECTORS CONSISTING OF 15 MEMBERS, ONE REPRESENTATIVE FROM EACH MEMBER COUNTY APPOINTED EACH YEAR BY THE COUNTY BOARD OF EACH COUNTY.

ROUTE #1 IS A NARROW, TWISTING, HILLY HIGHWAY LOCATED ALONG THE EASTERN SIDE OF ILLINOIS, BEGINNING IN CHICAGO AND CONTINUING TO THE OHIO RIVER AT CAVE IN ROCK. AT THE PRESENT TIME THAT PORTION FROM CHICAGO TO KANKAKEE AND NORRIS CITY TO CAVE IN ROCK IS NOT RECOMMENDED FOR INCLUSION IN THE NATIONAL HIGHWAY SYSTEM.

OURS IS A RURAL AREA THROUGHOUT THE LENGTH OF THE CORRIDOR WITH A POPULATION DENSITY OF 47 PERSONS PER SQUARE MILE COMPARED TO THE STATE AVERAGE OF 205. THE ECONOMY, TO A GREAT DEGREE, IS SUPPORTED BY AGRICULTURE WITH A NUMBER OF SMALL INDUSTRIES LOCATED THROUGHOUT THE AREA. MUCH OF THE GRAIN IS MOVED BY TRUCK AT THE PRESENT TIME BECAUSE DURING THE PAST 20 YEARS HUNDREDS OF MILES OF RAILROADS HAVE BEEN ABANDONED IN THE ROUTE ONE CORRIDOR FORCING TRANSPORTERS TO SEEK OTHER MODES OF TRANSPORTATION. THE SAME HOLDS TRUE FOR THE MANUFACTURERS. THOSE REQUIRING LARGE AMOUNTS OF RAW MATERIALS TO MAKE THEIR PRODUCTS AND TRANSPORT THEM OUT OF THE AREA MUST DEPEND ALMOST ENTIRELY ON HIGHWAY TRANSPORTATION. THE RESULT HAS BEEN THAT THOSE INDUSTRIES THAT REQUIRE ADEQUATE, RELATIVELY INEXPENSIVE TRANSPORTATION HAVE LOCATED IN AREAS OUTSIDE THE ROUTE ONE CORRIDOR.

WE WHO LIVE AND CONDUCT BUSINESS IN THE CORRIDOR HAVE SEEN OVER THE YEARS A DECLINING ECONOMY, A DECREASING TAX BASE THAT MAKES IT DIFFICULT TO PROVIDE THE

SERVICES AND INFRASTRUCTURE NECESSARY TO ATTRACT NEW RESIDENTS AND BUSINESSES TO THE AREA. I HAVE PERSONAL EXPERIENCE IN THE AREA OF PROBLEMS ASSOCIATED WITH A DECREASING TAX BASE BECAUSE I SERVE AS A COUNTY COMMISSIONER FOR WABASH COUNTY.

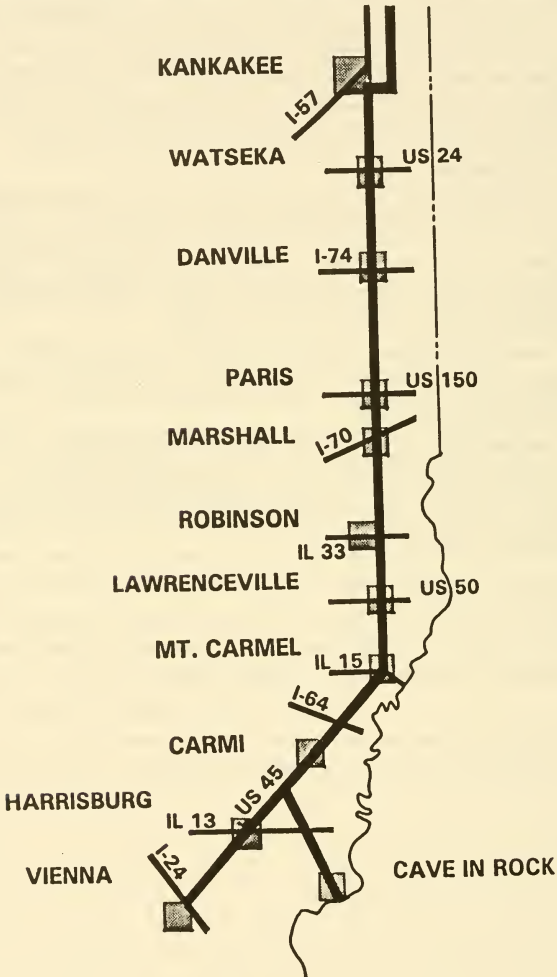
WE DO NOT FORESEE THE BUILDING OF ANY NEW RAILROADS IN THE FUTURE SO WE MUST LOOK TO OUR HIGHWAY SYSTEM FOR RELIEF. WE BELIEVE THAT HIGHWAY IMPROVEMENTS IN THE ROUTE ONE CORRIDOR WOULD RESULT IN OUR BEING ABLE TO COMPETE FAVORABLY WITH OTHER AREAS FOR INDUSTRIES REQUIRING HIGHWAY TRANSPORTATION AND WOULD ALLOW OUR AGRICULTURAL INDUSTRY TO MARKET THEIR GRAIN WITHOUT THE BURDEN OF EXCESSIVE TRANSPORTATION COSTS.

OUR STATED GOALS, MR. CHAIRMAN, ARE TO PROMOTE TOURISM, INDUSTRIAL DEVELOPMENT AND OTHER ECONOMIC DEVELOPMENT NECESSARY TO IMPROVE THE QUALITY OF LIFE FOR THE RESIDENTS OF THE ROUTE ONE CORRIDOR. WE BELIEVE THAT IF OUR HIGHWAY IS INCLUDED IN THE NATIONAL HIGHWAY SYSTEM WE CAN BRING THIS ABOUT. WE COULD THEN MAKE OUR FAIR SHARE CONTRIBUTION TO THE ECONOMY OF THIS COUNTRY.

THEREFORE, MR. CHAIRMAN, I RESPECTFULLY REQUEST THAT ILLINOIS ROUTE #1 FROM KANKAKEE TO NORRIS CITY AND ROUTE #45 FROM NORRIS CITY TO HARRISBURG BE INCLUDED IN THE NATIONAL HIGHWAY SYSTEM.

THE PEOPLE WHO LIVE IN EASTERN AND SOUTHEASTERN ILLINOIS THANK YOU FOR THIS OPPORTUNITY TO BE HEARD ON THIS ISSUE THAT WE CONSIDER VITAL TO THE ECONOMIC FUTURE OF OUR AREA AND I REQUEST THAT THE BALANCE OF MY TESTIMONY BE INCLUDED IN THE RECORD OF TODAY'S PROCEEDINGS.

ROUTE ONE CORRIDOR



BACKGROUND

The Route One Association was organized in the early 1960's to support funding of improvements on Illinois Route 1 from Chicago Heights to Harrisburg and Cave-in-Rock (on the Ohio River); a distance of approximately 260 miles. This corridor includes a portion of U. S. Route 45 from Norris City to Harrisburg (Illinois Route 13).

Together, the Route 1/45 corridor was designated F11 on the proposed Supplemental Freeway System in 1970. Also of interest to the Association was the planned navigation of the Wabash River from the Ohio River north to Mt. Carmel.

Neither of these planned transportation improvements became a reality. As a matter of fact, the transportation system deteriorated as the only north/south railroad was abandoned in the 1980's.

Alarmed at the prospects for further deterioration, a meeting of County Board Chairmen was held in 1990. At this meeting the Association was reorganized to identify transportation needs of the 15 county corridor as well as to work with IDOT officials on transportation planning along the eastern boundry of Illinois.

A preliminary study was completed and approved by Association in late 1990. At this time, the Board of Directors consists of the Chairmen of the County Boards or their designates and other representatives of the private sector. The 15 county planning corridor is identified in Map A.

Many of these counties are isolated from markets in neighboring Indiana and Kentucky due natural barriers of the Wabash and Ohio Rivers. Location of the Route 1/45 segment of the proposed Federal Highway System in Illinois is given in Map B.

ECONOMIC CHANGE: 1970-1993

POPULATION:

The 15 county corridor experienced a slight growth from 1970 to 1980 and than fell below the 1970 level in 1990, as follows:

1990	1980	1970
377,696	403,354	389,949

The loss from 1980 to 1990 was 25,658 (6.4%). Population for the State of Illinois was virtually unchanged for the same period.

All of the counties are rural in nature with the exception of Kankakee which joins the Chicago Metropolitan Statistical Area. (see Exhibit A) The 1990 population ranged from 4,346 (Pope) to 96,255 (Kankakee). Twelve of the counties had populations below 25,000 and four below 10,000. (see Exhibit B)

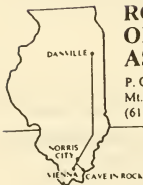
MAP A

ROUTE 1/45 TRANSPORTATION CORRIDOR

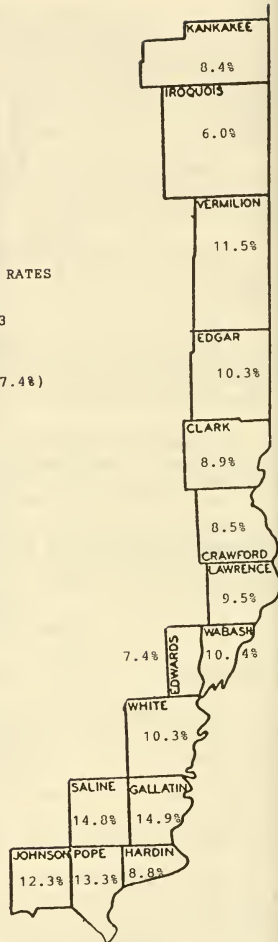
UNEMPLOYMENT RATES

FOR 1993

(Illinois: 7.4%)

ROUTE
ONE
ASSOCIATION

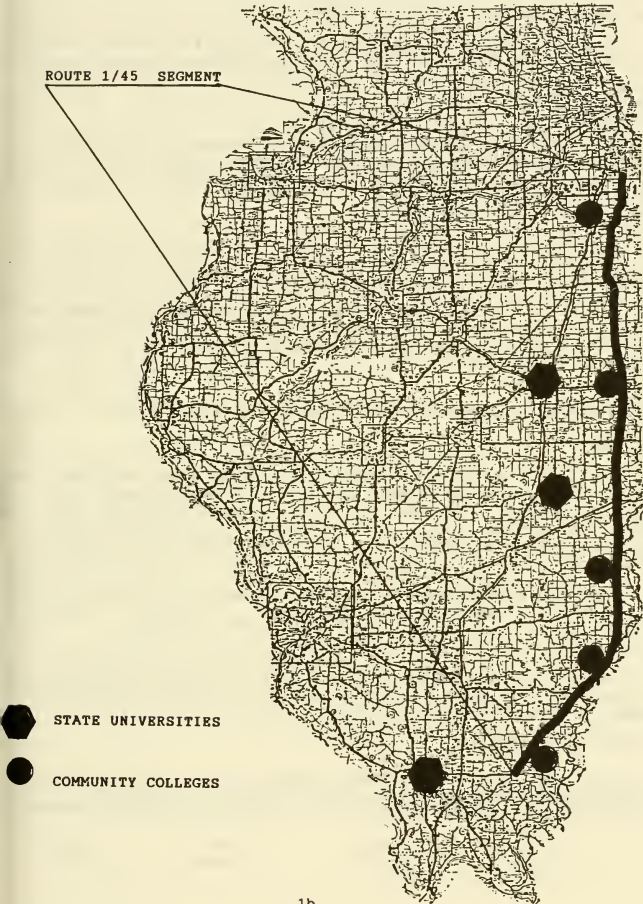
P. O. Box 999
Mt. Carmel, IL 62863
(618) 262-8327



1a

PROPOSED NATIONAL HIGHWAY SYSTEM
ILLINOIS ROUTES IN FHWA SUBMITTAL TO CONGRESS (12-9-93) MAP B

ROUTE 1/45 SEGMENT



Population density data are included in Exhibit C. Eleven of the counties ranked below 50 when compared with the 102 Illinois counties.

UNEMPLOYMENT RATES:

Corridor counties averaged only .7% above the 1974 Illinois rate of 4.2%. However, by 1980 unemployment had risen and was 1.1% above the state rate of 8.3%. By 1990 the corridor average was 5.4% above the state rate (11.6% compared to 6.2%). The U. S. unemployment rate for 1990 was 5.5%. (see Exhibit D)

For 1993, the corridor average was 9.8% and the state 7.4%. The U. S. unemployment rate was 7.4 %. The range of rates for 1993 among the 15 counties was 6.0% to 14.8%. Eight of the counties had rates above 10% and only two had rates at or below the state average. (see Map A)

The Route One corridor is not only lagging behind the rest of the state in economic development but is, in reality, suffering from a twenty five year economic recession of sorts.

Exhibit E provides information of the Job Density Index for the region. The number of jobs per square mile in 1992 ranged from .81 to 43.95; with nine counties having an index of less than 10 jobs per square mile. The state average was 76.82.

CHANGES IN TRANSPORTATION SYSTEM FROM 1970 TO 1993

RAIL SERVICE:

Rail abandonment in the Corridor since 1976 has left two counties with any rail service and a third (Pope) without practical service. The most notable loss was the Conrail line from Paris in Edgar County to Harrisburg in Saline County (143 miles). A total of 245 miles of track was abandoned from 1976 to 1990.

Industrial developers in general lament the continued loss of rail sites as a result of rail abandonment. This means that the corridor counties are suffering an additional economic disadvantage.

Industries, businesses and agricultural concerns (grain elevators in particular) must now depend entirely on the highway system to move their products.

AIRPORT FACILITIES:

With the exception of Danville (Vermilion County) corridor counties must depend on facilities in Kentucky or Indiana for air transportation. Again, access is by the regional highway system.

WATER TRANSPORTATION:

As mentioned previously, water transportation is no longer a possibility for counties above the Ohio River. Possible river port facilities are located in Gallatin and Hardin Counties. However, movement of materials to those sites would be over the regional highway system.

HIGHWAYS:

While some upgrading has been done to Routes 1 and 45, the basic system has remained intact since its construction sixty years ago with few improvements to relieve urban traffic congestion and safety barriers in rural areas.

ACCESS TO HIGHER EDUCATION

Corridor counties are dependent on Routes 1 and 45 for access to three state universities and five community colleges along the 250 mile length of eastern Illinois.

Locations of these institutions are given in Map B.

GROWTH OF FOOD PROCESSING INDUSTRY ALONG ROUTES 1 AND 45

Food processors have operated in northern Illinois for many years. However, in recent years water shortages in California have made this state even more attractive to the growing and processing of vegetables.

The allocation of water in the agricultural areas of California is under pressure from urban needs. For this reason major food processors are moving in to areas of Illinois having suitable soils and adequate ground water supplies for irrigation.

Southeastern Illinois is now recognized as the fastest growing fruit and vegetable growing area of the state. A recent study by the University of Illinois found an estimated 10,000 acres currently producing fruits and vegetables which are being trucked to processing plants/wholesalers in Illinois. One major plant is located in Iroquois County (200 miles north on Illinois Route 1).

Large acreages are now growing such fruits as apples, peaches, nectarines and grapes. Among the vegetables being grown under contract are:

squash	cucumbers	peppers	tomatoes
sweet corn	pumpkins	cabbage	green beans

Agriculture officials expect this trend for production of these new crops to continue in southeastern Illinois. This being the case, improved highway transportation facilities (Route 1/45 corridor) is important for moving these perishable commodities to market.

SUMMARY AND CONCLUSIONS

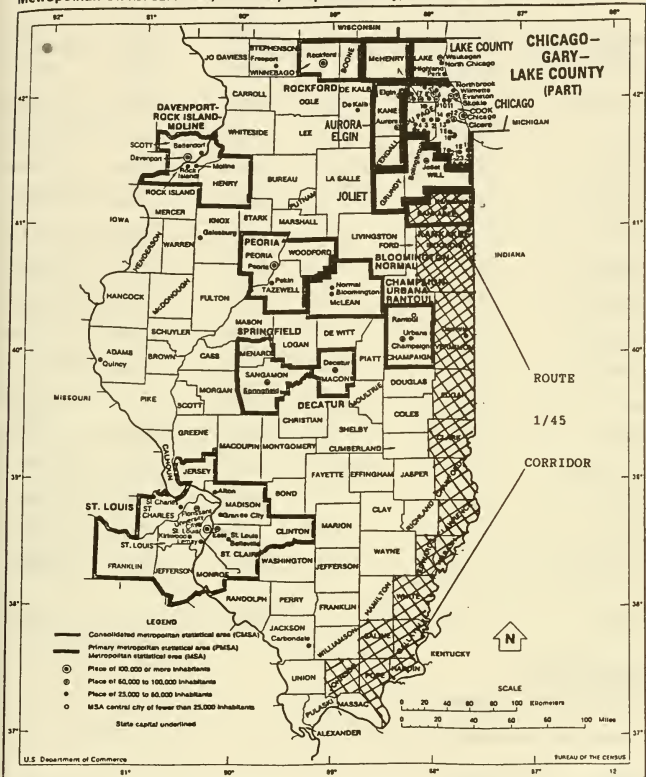
The Route 1/45 corridor has depended on this north/south highway system for its economic survival since its construction in the 1920-30's. At that time it greatly improved the economies of counties by adding to the existing rail service.

Economic data contained in this presentation strongly suggests that the overall loss of adequate transportation facilities has contributed to a declining economic growth for this 15 county region.

As important as the Route 1/45 highway system is to existing economic activity, additional evidence is provided to support the Association's contention that further improvements in this segment of the Illinois highway infrastructure would result in new economic activity for corridor counties.

It is strongly recommended that the Route 1/45 segment, as included in the Federal Highway Administration submittal to congress (December 9, 1993), be a part of the National Highway System.

Figure 1. State Map

ILLINOIS - Consolidated Metropolitan Statistical Area, Primary Metropolitan Statistical Areas,
Metropolitan Statistical Areas, Counties, Independent City, and Other Selected Places

ROUTE ONE TRANSPORTATION CORRIDOR

EXHIBIT B

POPULATION CHANGE
(1970-1990)

COUNTY	% CHANGE (1980-90)	1990 -----	1980 -----	1970 -----
Clark	-5.9	15921	16913	16216
Crawford	-6.5	19464	20818	19824
Edgar	-9.8	19595	21725	21591
Edwards	-6.5	7440	7961	7090
Gallatin	-9.0	6909	7590	7418
Hardin	-3.2	5189	5363	4914
Iroquois	-6.7	30787	32976	33541
Johnson*	17.9	11347	9624	7550
Kankakee	-6.5	96255	102926	97475
Lawrence	-9.0	15972	17807	17552
Pope	-1.2	4346	4404	3857
Saline	-6.7	26551	28448	25721
Vermilion	-7.3	88257	95222	97047
Wabash	-4.4	13111	13713	12841
White	-7.3	16552	17864	17312
TOTAL	-6.4	377696	403354	389949
Illinois	.0	11430602	11427409	11110285

Population loss
for Corridor
Counties 25658

*Population increase related to expansion of state prison.

SOURCE: U. S. Census
jrg

ROUTE ONE TRANSPORTATION CORRIDOR

EXHIBIT C

POPULATION DENSITY INDEX FOR ROUTE 1/45 HIGHWAY
CORRIDOR COUNTIES - 1992

COUNTY	POPULATION/SQ. MILE	RANK AMONG 102 COUNTIES
Clark	31.53	77
Crawford	43.94	55
Edgar	31.20	78
Edwards	33.07	73
Gallatin	21.06	98
Hardin	28.36	86
Iroquois	27.44	88
Johnson	32.89	75
Kankakee	141.97	16
Lawrence	42.71	59
Pope	11.48	102
Saline	69.32	34
Vermilion	98.17	24
Wabash	59.06	43
White	32.91	74
STATE AVERAGE	205.02	

jrg

ROUTE ONE TRANSPORTATION CORRIDOR

UNEMPLOYMENT RATES
1974-1993

COUNTY	1993 NUMBER	1993 RATE	1992	1990	1980	1974
Clark	631	8.9	10.0	9.9	10.7	3.3
Crawford	778	8.5	9.8	10.5	9.6	3.1
Edgar	784	10.3	11.2	10.4	9.3	3.6
Edwards	305	7.4	8.4	7.8	5.8	5.1
Gallatin	451	14.9	14.0	9.7	15.4	7.3
Hardin	193	8.8	7.0	8.9	17.6	6.3
Iroquois	967	6.0	6.7	5.9	6.4	4.3
Johnson	571	12.3	11.4	11.0	11.3	7.4
Kankakee	4256	8.4	8.7	7.0	11.3	4.3
Lawrence	649	9.5	10.6	9.5	8.5	5.2
Pope	214	13.3	12.3	10.4	19.5	12.0
Saline	1821	14.8	11.6	9.2	12.9	6.3
Vermilion	4582	11.5	11.4	10.0	12.0	5.7
Wabash	609	10.4	12.1	7.8	7.0	3.0
White	841	10.3	9.6	9.6	11.6	5.4
TOTAL	17652	9.8	10.1	11.6	9.4	4.9
Illinois		7.4	7.5	6.2	8.3	4.2
United States		*7.4	7.4	5.5	7.1	5.6

SOURCE: IDES and U. S. Census Bureau CPS)
jrg

ROUTE ONE TRANSPORTATION CORRIDOR

EXHIBIT E

JOB DENSITY INDEX FOR ROUTE 1/45 HIGHWAY
CORRIDOR COUNTIES - 1992

COUNTY	JOBS/SQ. MILE	RANK AMONG 102 COUNTIES
Clark	6.20	76
Crawford	11.93	47
Edgar	5.93	81
Edwards	6.90	73
Gallatin	4.11	87
Hardin	5.14	83
Iroquois	6.21	75
Johnson	2.21	98
Kankakee	43.95	17
Lawrence	10.02	58
Pope	0.81	102
Saline	18.78	36
Vermilion	28.61	24
Wabash	18.81	38
White	6.90	73
STATE AVERAGE	76.82	

NOTE: Non Agricultural employment divided by square miles. Does not include government employment.
jrg

**TESTIMONY OF THE HONORABLE DAVID MINGE
before the
SUBCOMMITTEE ON SURFACE TRANSPORTATION
March 10, 1994**

Mr. Chairman, I am pleased to have the opportunity to express my support of two projects which are of great importance to the Second District of Minnesota, completion of the Shakopee Bypass in Scott County, Minnesota and the continuation of Minnesota's Trunk Highway 212 project. These two projects are vital links connecting southwest Minnesota with the Twin Cities Metropolitan area.

Three of the six phases of the Shakopee bypass have been completed without the use of Federal funds for which it is eligible. The fourth phase of the bypass was completed with the assistance of National Highway System (NHS) funds. Due to funding shortfalls for transportation, it is now essential to request Federal aid for the completion of this project.

Approximately 9 miles of freeway is needed to complete the project. Approximately 120 miles of feeder highways to the south and west are at freeway or similar status. Shakopee is a bottleneck. The bypass is strongly supported by local and regional agencies and has no significant opposition or obstacles. The project will bypass the downtown area of Shakopee. It connects with U.S. Highway 169 on the west side and both the Bloomington Ferry Bridge and Highway 101 on the east side. Your subcommittee was instrumental in authorization of the Bloomington Ferry Bridge. Upon completion of the Bloomington Ferry Bridge, the Shakopee bypass will be especially important.

I specifically seek your support for the authorization of \$18.6 million, which would be 80% of the \$23.25 million needed to complete the final stages of the project.

Numerous positive impacts will result with the completion of the Shakopee bypass. Aside from linking southwestern Minnesota with the Twin Cities Metropolitan area, there will be numerous benefits for the economy, energy efficiency, the environment, congestion mitigation, and safety effects. I believe this bypass would be instrumental in stimulating growth in the area through safer, less congested travel. The "Economic Impacts of Highway Development in Shakopee" report by the Minnesota Department of Trade and Economic Development states that "the long term economic benefit will come from 'opening' the Shakopee area for industrial, commercial, and residential development."

The continuation of Trunk Highway 212 is also of great importance to my District. Efforts to develop a safe, modern arterial highway between Interstate 494 in Eden Prairie and the State's western boundary date back to 1953. As the eastern portion of this transportation corridor experienced rapid, unprecedented growth in population and employment, the need for a new T.H. 212 became more urgent. Southwestern Minnesota is not served by a four-lane farm to market road between U.S. Highway 169 and Interstate 94. Highway 212 is heavily burdened by truck traffic which impedes the flow of other vehicles. This burden impedes access for those wishing to come to commercial and entertainment facilities located in the metropolitan area.

Existing Highway 212 is one of the most unsafe routes in the state. The accident rate on Trunk Highway 5 is more than twice the state average. The accident rate on existing Highway 212 is between two and three times the state rate. The volume of traffic on existing Highway 212 and Trunk Highway 5 are very high. Traffic on Trunk Highway 5 increased by 50% in the six year period between 1986 and 1992.

This project is a candidate for a high occupancy vehicle lane, a toll lane or congestive pricing methods. A consulting study of the feasibility of using tolls to finance a portion of the project has been approved by the Minnesota Department of Transportation and the project.

Congressman Ramstad and I have worked with other members of the Minnesota Congressional Delegation to secure funding for design and construction of new Highway 212. Congress previously recognized the merit of this project by appropriating \$1.7 million in Fiscal Year 1991 and earmarking \$8.9 million in the Intermodal Surface Transportation Efficiency Act (ISTEA) and the FY 1992 Transportation Appropriations bill for it.

I recognize the budgetary problems forced by the Federal government, and the pressures under which your committee operates. If Highway Trust Funds are not adequate to meet the transportation needs of this country, if it is decided that general funds are to be used, and if this subcommittee is designating money to projects in Congressional Districts, I would ask that such funds be fairly allocated to all districts in the country. In the interest of fair treatment of my district in this process, I support these projects from all available sources of revenue including general funds.

Thank you very much for your consideration of these requests, Mr. Chairman.

CONSTANCE A. MORELLA

1 DIST. MANHATTAN

COMMITTEES

POST OFFICE AND CIVIL SERVICE

— — —

SCIENCE, SPACE AND TECHNOLOGY



Congress of the United States
House of Representatives

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STATEMENT BY
THE HONORABLE CONSTANCE A. MORELLA
before the
SUBCOMMITTEE ON SURFACE TRANSPORTATION
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
U.S. HOUSE OF REPRESENTATIVES
MARCH 10, 1994

INTRODUCTION

Mr. Chairman and members of the subcommittee, thank you for giving me the opportunity to speak in support of the traffic monitoring system along the Capital Beltway (I-495) from the American Legion Bridge to MD 650.

The Capital Beltway is Washington's "Main Street" and also its interstate. From 75,000 to 227,000 vehicles travel daily on the Beltway and by the year 2010, there may be as many as 300,000. Widening the Beltway would be too costly; better traffic management is the key to improvement.

REQUESTED ACTION

I am here to request that the subcommittee authorize \$5.3 million in federal funds for the design and construction of a traffic monitoring system along 12 and one half heavily-traveled miles of I-495. This system would allow the collection of up-to-the-minute information on Beltway traffic conditions.

To collect this data, video cameras and overhead speed detectors

would be installed along I-495. The information would be processed at the Maryland State Highway Administration's Statewide Operations Center. Motorists would then be provided information on accident locations and appropriate detour routes through Variable Message Signs and Travelers Advisory Radio.

In the space of twelve days last summer, seven people were killed in a series of Beltway accidents. This monitoring system would have immediately alerted drivers to the massive traffic backup and the potentially dangerous road situation to which they were speeding.

IN CONCLUSION

Mr. Chairman, I appreciate your courtesy in listening to my request. With this \$5.3 million authorization will come economic benefits, cleaner air, an improvement in traffic flow, and safer road conditions on a perilous part of our "Main Street." Thank you. I would be happy to answer any questions you may have.

TESTIMONY OF REP. JOHN MYERS
SURFACE TRANSPORTATION SUBCOMMITTEE

MARCH 10, 1994

I-70 INTERCHANGE PROJECT

THANK YOU FOR THE OPPORTUNITY TO TESTIFY IN SUPPORT OF A PROJECT THAT IS EXTREMELY IMPORTANT TO CENTRAL INDIANA.

THE INDIANAPOLIS INTERNATIONAL AIRPORT IS AN AIR CARGO HUB FOR BOTH FEDERAL EXPRESS AND THE U.S. POSTAL SERVICE.

BETWEEN 1982 AND 1989, THE NUMBER OF PASSENGERS USING THE AIRPORT INCREASED BY 100 PERCENT. THE FIGURE WILL DOUBLE WITHIN THE NEXT TEN YEARS.

IN ADDITION TO FEDERAL EXPRESS AND THE U.S. POSTAL SERVICE, UNITED AIRLINES INTERNATIONAL MAINTENANCE CENTER WAS DEDICATED ON MARCH 4 AND WILL BE FULLY OPERATIONAL BY 2003. TOTAL EMPLOYEMENT WILL BE 6300.

AS A RESULT OF THESE AND OTHER DEVELOPMENTS IN THE AREA, AUTO TRAFFIC IS EXPECTED TO DOUBLE BY 2010.

WE ARE SEEKING A \$18.7 MILLION AUTHORIZATION FOR AN INTERCHANGE AT FEDERAL INTERSTATE 70 AND SIX POINTS ROAD. THIS INERCHANGE WOULD GREATLY IMPROVE ACCESS TO THE AIRPORT FOR PASSENGERS AND EMPLOYEES.

THE INTERCHANGE HAS THE SUPPORT OF THE COUNTIES AND CITIES INVOLVED, AS YOU HAVE HEARD, AND THE SUPPORT OF THE GOVERNOR OF INDIANA, WHO SENT YOU A LETTER IN SUPPORT OF THE AUTHORIZATION.

THE SPONSORS CAN START CONSTRUCTION NEXT YEAR.

WE INTEND TO WORK WITH THE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE IN SUPPORT OF THIS EFFORT.

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**A Presentation to the
House Subcommittee
on Surface Transportation**

Congressman Nick J. Rahall II, Chairman

Rayburn Office Building - B 376

SUBJECT: The National Highway System



**Presenter: Jim Newland
Mid-Continent Highway Coalition
101 West Ohio Street, Suite 750
Indianapolis, Indiana 46204**

I represent the Mid Continent Highway Coalition whose membership includes mayors, public officials, community leaders and people in every walk of life from the states of Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana and Texas. In behalf of our membership, I am here to voice our very strong support of the Administration's efforts to develop a new National Highway System that will include, hopefully, extension of Interstate 69 from Indianapolis to Laredo. I am sure you know that I-69 presently begins at the Canadian border near Port Huron, Mich., and ends in Indianapolis.

I have filed with the Committee, for its records, a paper detailing why the I-69 'missing link' should be included in the new National Highway System. In the interest of time, permit me here to add a thought or two to the official written testimony.

What's it all about? What's it REALLY all about?

It's about the future of our country and, in particular, the future of the Midwest and the South Central quadrant of our nation.

It's about jobs. It's about putting people to work, literally thousands of people.

It's about permitting these states to compete equally with other states to attract and keep industry.

It's about developing the economic potential of a quadrant of our country that struggles to keep pace, or even survive, in this age of relentless change.

It's about saving lives and reducing personal injuries in traffic accidents on miles of narrow, winding, two-lane roads that are woefully inadequate to handle modern-day traffic.

It's about the 'string' that will tie together the efforts of these states to move into the mainstream of modern industrial, educational, agricultural and technological opportunities, tele-communications, fibre-optic communications.

Why should this highway be built?

It is important to understand that the region served by this road represents the largest and most diverse concentration of manufacturing capacity anywhere in the world.

It is also important to understand that a unique combination of circumstances magnifies the importance of the highway beyond that of any transportation project undertaken in more than two decades.

With ratification of the free trade agreement (NAFTA) the way is now open for much closer economic ties between the three major powers on the North American Continent. By accident of geography, the most direct transportation link between the major centers of population in Canada, the United States and Mexico happens to be the Mid-Continent Highway.

It is fair to say that because of NAFTA this highway has the potential to be the most important addition to the Interstate system since the original grid was laid out in the 1950's because of its enormous economic impact. And the most important locational effect will be increased economic growth and development in depressed areas along the route because these cities, towns and counties are not presently served by modern transportation systems.

What will happen if this road is not built?

If it is not built, the opportunity to profit from the trade expansion between the United States, Mexico and Canada will be lost for the 'corridor' states to find new economic growth and purpose.

I believe there are two alternative futures that lie ahead for this Midwest and South Central region. One is an extension of the past which includes isolation and economic stagnation, a no-growth, perpetuation-of-the-status-quo-syndrome. The other is a link to the future which means improved quality of life, growth and development.

In summary, we support the National Highway System proposal because it will: (1) create jobs (2) reduce transportation costs (3) boost industrial productivity (4) make American goods more competitive at home and abroad (5) improve traffic safety (6) connect America by

linking rural areas to the rest of the country (6) connect industrial sites with marketplaces and intermodal facilities (7) advance technology to make transportation more efficient (8) improve air quality and promote energy conservation by reducing urban congestion (9) provide access by tying the heartland of America to harbors and coastal cities and making our cultural and scenic wonders more accessible, and finally, because it will create employment opportunities by facilitating travel and tourism for U.S. citizens and 44 million visitors annually. We are excited about the benefits the NHS will bring to our nation and we are looking forward to working with the Congress and the Administration to pass, without delay, legislation approving a new system that will keep America moving, improve productivity and maintain our country's competitiveness at home and abroad.

Caruthers

Submittal To:

Congressman Rahall

**The House Subcommittee on Surface
Transportation**

March 10, 1994

Justification for including Corridor 18 and Corridor 20 into the National Highway System as high priority projects. These corridors, commonly referred to as the Mid-Continent Highway, are a necessary investment in America's infrastructure. The justification enclosed further requests that appropriate funding for engineering and design of this vital link be appropriated.

Jim Newland, Executive Director
Mid-Continent Highway Coalition
101 W. Ohio Street
Suite 750
Indianapolis, IN 46204-1973

John Caruthers, Chairman
Mid-Continent Highway Coalition
1514 Beck Building
400 Travis Street
Shreveport, LA 71101

A PRESENTATION TO THE HOUSE SUBCOMMITTEE ON SURFACE TRANSPORTATION

Congressman Rahall, Chairman
Rayburn Office Building B-376

Subject: The National Highway System and the Need for
Building the Mid-Continent Highway

Presenters: Jim Newland, Executive Director
Mid-Continent Highway Coalition
101 W. Ohio Street, Suite 750
Indianapolis, IN 46204-1973

John Caruthers, Chairman
Mid-Continent Highway Coalition
1514 Beck Building
400 Travis Street
Shreveport, LA 71101

I represent the Mid-Continent Highway Coalition. Our group is composed of people in every walk of life from states throughout the midwest and south central regions of the country. We have come together to support the Clinton administration's proposal for the creation of a new national highway system that will include the completion of the Interstate highway along what is known as Corridor 18 and Corridor 20, from central Indiana to Texas. Members of the Coalition know that Congress is bombarded continuously with requests to fund public works projects, some of which at times seem to have value only to the contractors hired to build them. We believe that the Corridor 18 and Corridor 20 projects are of unique value to the United States as a nation, to the states they will traverse, the rural regions they will bring into the economic and social mainstream and the hundreds of thousands of individuals whose lives they will affect for the better. I would like to share with you some of our reasons for believing that this is true.

With the passage of the North American Free Trade Agreement, the United States and her neighbors on this continent are presented with a unique opportunity. The United States, Canada and Mexico can now join together in a natural economic alliance that has the potential to become the most powerful on earth. Within that bloc there will be a combination of natural resources and human, physical and financial capital with production potential that has never before been seen. It will also comprise the most important consumer market in the world.

Of course, signing the agreement was only the first step. A great deal remains to be done before the full potential of the North American economic alliance is realized. And as difficult as that first step was, some of the other tasks that must be accomplished may be no easier. One of the tasks that will be vital to the ultimate success of efforts to develop a well-integrated North American economy is the completion of the Corridor 18 and Corridor 20 project, or as we have come to know them, the Mid-Continent Highway.

The construction of this road is important because attaining the full potential of the North American Free Trade Agreement will hinge on the ability of companies to transport materials, semi-finished goods and completed products anywhere in the region quickly, efficiently and at the lowest possible cost. This will allow those companies to achieve substantial cost savings and still attain high levels of productivity by carrying out the various steps in the production process in areas that are the most suitable for each. For example, in the auto industry, component parts may be fabricated in the United States and Canada, shipped to Mexico to be joined into semi-finished assemblies, and then returned north to be incorporated into finished trucks and automobiles in our final assembly plants. Completed products can then be dispatched throughout the continent.

In most cases like this, speed, flexibility, volume and cost requirements dictate shipment by truck. In turn, for trucks to be effective they need high speed roads linking their points of origin and destination as directly as possible. Some of this distributed manufacturing is already taking place, of course, but the volume has been limited because of trade restrictions and lack of adequate transportation facilities.

The Mid-Continent Highway is a simple, yet sweeping concept that will help to break down the transportation barriers that stand in the way of economic partnership, the way the free trade agreement eliminated the trade restrictions. The idea is to complete an Interstate highway that will serve as the primary direct surface transportation route linking the three NAFTA partners. The proposed United States route of the Mid-Continent Highway begins at Port Huron, Michigan, and follows existing Interstate 69 through Flint, Lansing, Fort Wayne and Indianapolis. The first new segment scheduled to be built is the completion of the link between Indianapolis and Evansville. From there the proposed route moves southwest through Kentucky, Tennessee, Arkansas, Louisiana, Mississippi and Texas. Present plans call for it to terminate in Laredo, near the Mexican border.

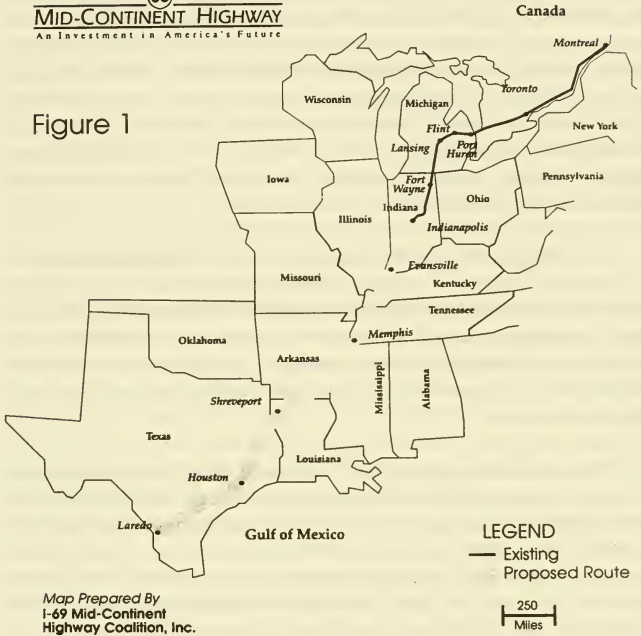
When it is described in words, the Mid-Continent Highway could easily be dismissed as just another Interstate. Its enormous significance becomes truly apparent when it is seen on a map. As shown in Figure 1, the Mid-Continent Highway will run straight through the middle of the nation's industrial heartland and key areas of the New South. The five midwestern states that the highway will serve and the six south central states through which it will pass represent more than 40 percent of the nation's total production potential. Some 70 percent of the nation's population lies within a day's drive.

The Mid-Continent Highway

Montreal, Canada to Laredo, Texas



Figure 1



The Mid-Continent Highway links to key transportation routes in Canada and Mexico as well. The Highway joins the Canadian freeway system to provide direct access to every major center of population and production in eastern Canada, including Toronto, Ottawa, Montreal and Quebec. At present, of course, the road network in much of Mexico is less well-developed than it is in Canada and the United States, but roads that will link to the Mid-Continent Highway serve all of the major cities in northeastern, north central and central Mexico, where the bulk of the population resides. In short, the proposed path of the highway runs directly through the center of America's manufacturing belt and links it in the most direct way to the major centers of population and production in both Canada and Mexico. No existing route can make that claim, and no other proposed route can serve as well.

By building the Mid-Continent Highway, we will be giving real impetus to the concept of creating a strong economic union on the North American continent. This will be a sure sign to all parties, both our NAFTA partners and others, that we are committed to making the idea of economic integration work in the real world, not just on paper. Moreover, the highway will provide the physical access to production resources and markets that will allow that integration to begin.

Our major trading partners in Europe and Asia are moving aggressively to create continent-spanning economies. In Europe, the basic arrangements were completed long ago and the process of implementation has been going on for many years. Japan has been attempting to create an economic sphere under her leadership in Asia for the better part of this century. Although the Japanese have not yet moved to create a formal, multi-nation treaty arrangement, the informal structure of trade compacts in the region has had much the same effect as an explicit agreement would have had.

Both the Europeans and the Asians are moving in the direction of economic integration for two primary reasons. First, it allows member nations to intermix production resources to improve the efficiency with which they are used. This, in turn, enhances their competitiveness with the rest of the world. Second, it increases the market potential for products produced within the unified area by opening previously restricted markets or by contributing to improved economic conditions for consumers, which raises their demand for goods and services.

The Europeans and Asians have had a remarkable degree of success in achieving these goals. The success of these multi-national economic blocs has sharpened competition in world markets. As a result, enhancing economic cooperation among the North American powers in order to achieve the same goals may be a matter of survival, not just a neighborly gesture.

Of course, there are also other important reasons to build the Mid-Continent Highway. I would like to take a few minutes to identify them and discuss them briefly. There are at least seven major categories of economic benefits that will result from the completion of this new surface transportation route. Many of these benefits would be realized whether we were attempting to build stronger economic ties with the other countries on the continent or not. Others are specific to the unique circumstances created by the signing of NAFTA. The general benefits include:

- ☐ Direct employment growth;
- ☐ Efficiency improvements;
- ☐ Relocation of employment;
- ☐ Rural development benefits;
- ☐ Enhanced safety.

The implementation of the NAFTA agreement is likely to multiply these effects in comparison to those that would result from a more typical Interstate construction project. In addition, unique benefits will come from building the Mid Continent Highway. These include:

- ☐ Efficiencies from economic integration;
- ☐ Improved market access.

Direct Employment Growth--Motels, trucking terminals, service stations, restaurants, shopping facilities and tourist attractions will spring up along the entire length of the new highway to serve those who use it. The primary economic benefit of this kind of activity is that it produces jobs and income. While an estimate of job creation from this source has not yet been done for the Corridor 18 and Corridor 20 project, the extent of this effect is relatively easy to forecast based on experience with similar projects. It is not my purpose here to provide precise estimates. Nonetheless, over a route as long as that of the Mid-Continent Highway, it is safe to say that new jobs from this source would number in the thousands.

Improvements to Efficiency and Competitiveness--The efficiency improvements that will result from the construction of a new surface transportation link will benefit manufacturing more than any other sector of the economy. Truck transportation is the most important ingredient in the transportation mix for most manufacturing firms because it offers a great deal of flexibility, relatively low cost, sufficient speed and adequate capacity over most distances for most goods. Of course, the key to efficient truck transportation is direct access to the Interstate Highway system. Lower transportation costs that result from improvements to the transportation network can translate directly into lower product prices, greater competitiveness and higher sales. In turn, this can lead directly to employment growth.

Improved transportation links contribute to the efficiency and competitiveness of manufacturing firms in other less obvious ways, as well. For example, many firms are implementing new ways to organize and manage production. One such method now in widespread use in the auto industry is known as just-in-time inventory management. This technique allows firms to minimize inventory costs and improve efficiency, but it requires that suppliers have extremely good communication links and transportation access. Improvements of this kind also lower the total cost of bringing a product to market. Such gains in operational efficiency translate into increased competitiveness. As with reduced transportation costs, this can have a significant impact on sales, profitability and employment.

Relocation of Employment--The construction of a new road such as the Mid-Continent Highway also opens new areas to development and growth. For businesses, this means being able to locate production facilities in areas where many of the costs of doing business are low. Land and construction costs, taxes, utility rates, insurance premiums, utility rates and other costs are all likely to be lower in underdeveloped areas.

Development of new areas is also important because it provides businesses with access to new sources of scarce resources used in production. For some companies that may mean natural resources such as water or raw materials. However, the most important of these resources may be workers. The availability of new workers is a well-documented issue that I will not discuss here. For many companies, finding an adequate supply of suitable workers is the biggest problem they face. Most of the nation's underdeveloped rural areas have rates of unemployment and underemployment that are significantly higher than the rates in urban areas. Rural workers often make desirable employees and the cost of hiring them is usually lower than it is to hire workers in tighter labor markets in more developed areas.

For an individual business relocating to a new less-developed area, the advantages are clear. From a national perspective, however, relocation of production is not the same thing as employment growth and many people would question whether it is a good idea to make a public investment that would encourage this kind of activity. It is important to keep in mind that it is not just the individual companies that benefit from the construction of a project like the Mid-Continent Highway.

The area that the road will serve represents the largest and most diverse concentration of manufacturing industries anywhere in the world. It is also an area where virtually the entire manufacturing sector is reorganizing to improve its productivity and reestablish its competitiveness. We have already identified a number of the ways that opening a large new area to development will contribute to the success of these efforts, and that alone might be enough to justify the investment required to do so. In addition, many of the rural areas where new facilities might locate are chronically depressed. The benefits to society that can result from investment in such an area can be very significant. Development can provide resources needed to improve social and public services, reduce the number of people receiving public support, increase economic opportunity for the young and otherwise help to stabilize declining communities. In such instances, it may not matter a great deal from a public perspective whether the development involves the creation of new jobs or the relocation of existing jobs. It may be desirable even if it comes at some expense to other areas where those jobs might otherwise be located.

Rural Development Benefits--The proposed route of the Mid-Continent Highway runs directly through some of the least developed areas in the eastern half of the country. The area I am most familiar with is southwestern Indiana. Four of the six rural counties that lie along the highway in this region are among the ten poorest in the state in terms of income per

person. None of the six is in the upper half of the state's 92 counties. Employment and population throughout the area have grown slowly for decades and show little prospect for improvement if things continue as they are. Bright young people leave the region continually to search for better opportunities for themselves and their families. They take with them the best hope for turning the situation around, and they leave behind them those who are old, poor and less-educated.

The situation is much the same in the rest of the states along the route. Depending on the specific route, the Mid-Continent Highway will traverse about 100 rural counties in six states. A recent study done at Louisiana State University showed that these counties, taken together, lagged far behind the rest of the nation in terms of income, employment, rate, population growth and just about any other meaningful measures of economic health. For example, the average American had an income more than 25 percent higher than the average resident in these counties. Only five of the one hundred counties experienced average incomes greater than the national figure. Ninety-two of the counties had lower employment rates than the national average, some as low as 25 percent. The LSU team estimated that if these counties enjoyed employment and income at just the national average levels, it would mean an increase of 469,000 jobs and over \$15 billion for the people who live there.

While there is no guarantee that construction of the highway would bring income and employment to these levels in every rural county along the route, it is certain that almost all of these counties will move closer to them. It is also certain if the highway is not built that most of these areas will continue to stagnate.

Safety Benefits—So far I have talked mainly about abstract ideas like economic efficiency and market access. In my mind, however, there is another reason to build the Mid-Continent Highway that is just as important and much

more concrete. The rural roads and state highways that the new Interstate will replace are dangerous. There is no other word to describe them. Most of them have only two lanes. Steep grades and sharp curves are commonplace. There are often few places to pass safely. Intersections are often not controlled well. Faster through-traffic can pose a hazard to slower local traffic where highways pass through populated areas. There are many kinds of problems, and they occur along Corridor 18 and Corridor 20.

No estimate of the safety benefits has been done for the entire corridor. One has been done, however, for the Indianapolis to Evansville segment. This estimate, part of a study done for the Indiana Department of Transportation and the Federal Highway Administration by the consulting firm of Donohue and Associates, states that construction of just this portion of the highway could prevent almost 20,000 personal injuries and 342 deaths over a twenty year period. This represents a total dollar savings of over \$800 million. These savings alone justify the cost of building this section of the road without even taking economic issues into account. And, of course, we cannot even begin to guess what these avoidable accidents would mean in terms of lives destroyed by serious injuries and families broken by death. The section of road that we are talking about is only about 140 miles long. Think of the thousands of lives and tens of thousands of injuries that could be avoided by building the entire highway.

Economic Integration Benefits—One of the strongest arguments made against NAFTA was the threat that it might result in the loss of American manufacturing jobs to Mexico. One recent presidential candidate suggested that if NAFTA were ratified, the outflow of employment would be so great that it would create a "giant sucking sound." Many representatives of organized labor were particularly concerned about this possibility.

While I understand their fears, I think that those who believe that free trade with Mexico will cost American jobs just don't understand basic economics. It is true that the United States has lost many manufacturing jobs in the last fifteen years, especially in mature industries like autos, steel and consumer electronics. Many of these were low-skill, labor intensive jobs and their loss was inevitable. Pressure from foreign competitors forced our manufacturers to produce better products and become more efficient if they were to survive. One way in which firms responded to this pressure was by moving some of their production overseas or purchasing from foreign suppliers. This permitted them to take advantage of lower labor costs in other countries. Another way in which companies dealt with the need to improve efficiency was to replace workers with new, sophisticated, computerized production machinery. Workers in companies that did not respond effectively to competitive pressure undoubtedly paid an even higher price.

To be sure, American companies will invest in production facilities in Mexico. Some American jobs will migrate across the border. However, most of the manufacturing sector employment that we export to less-developed countries consists of low-skill, labor intensive jobs. We have been losing such jobs for two decades to southeast Asia, South America, Mexico or elsewhere. Those that we still have either will stay because they cannot be exported, or they will be lost eventually anyway, whether we have free trade with Mexico or not. It is just not possible for firms in competitive industries to support large amounts of this kind of employment at the wage rates that exist in the United States.

If we must lose these low-skill, low wage jobs anyway, then it is far better that they are kept as close as possible, as in Mexico, than it would be to lose them to southeast Asia or South America. In this way, American firms can gain the full benefits of lower labor costs for low-skill workers in the form of improved competitiveness.

The other side of this coin is that American manufacturing workers are, in general, the most productive in the world. They produce more dollars of output for each dollar of wages than the workers of any other country. It makes little sense for firms to move skilled jobs offshore to take advantage of lower wages if they must pay a penalty in lost productivity that outweighs the gains. This is a key reason why industries such as autos and textiles are making a comeback, when they were on the ropes just eight or ten years ago. It is this high productivity that will guarantee American workers their jobs, not artificial restrictions on trade.

I expect that what we will see is not a massive outflow of American jobs to Mexico, but the development of a great deal more geographic dispersal of work across the North American continent. Whenever feasible, low-skill, labor intensive work will be done in low wage areas, and high-skill production work, research, design, engineering, finance and other such activities will be carried out in high wage areas by educated, skilled people. If things go well, we may even see companies that have been outsourcing production to areas outside North America bring some of that production back to take advantage of this freedom. Either way, I believe that this is a recipe for improved competitiveness in world markets and greater security for all concerned, not a formula for disaster.

Improved Market Access--The demand for American products in Mexico is likely to grow substantially in the future. Several things will contribute to this increase. Investment by the developed countries will help to

create decent employment opportunities for many Mexican workers. Not only will it contribute to the economic and political stability of the country to have more middle class workers, it will also result in more income that will be more widely distributed among people who will want to purchase consumer goods.

Another important factor that will cause demand for American products to increase is that the population of Mexico is the fastest growing of the three NAFTA partners. Canada had a population of 27 million in 1990. Its population is expected to grow by about one percent per year for the next two decades. The population of the United States was about 250 million. This figure is expected to increase by only about 0.7 percent per year. In contrast, the population of Mexico is expected to grow by more than two percent each year, from 88 million in 1990 to 129 million by 2010. While Mexico had only about one-third the population of the United States and Canada combined in 1990, it will add more 40 million people to its population in the next twenty years, compared with 37 million for the other two countries. If the Mexican economy can keep pace, then this large population increase should result in more demand for American products.

In 1990, Mexico was the third largest customer for American goods and services. It imported more than \$28 billion of our products. Expansion of the Mexican economy can only help to increase that figure. If the Mid-Continent Highway is built, firms throughout the midwest and south central states will be well-positioned to meet the increased demand for their products that will result from the growth of population, income and employment in Mexico.

The Mid-Continent Highway as proposed here is a sweeping concept.(Figure 2) Like all projects of this size and importance, getting the job done will not be easy. The cooperation and support of six state governments must be secured. Environmental issues must be addressed in a manner that balances concerns about sensitive species and fragile topography with the need

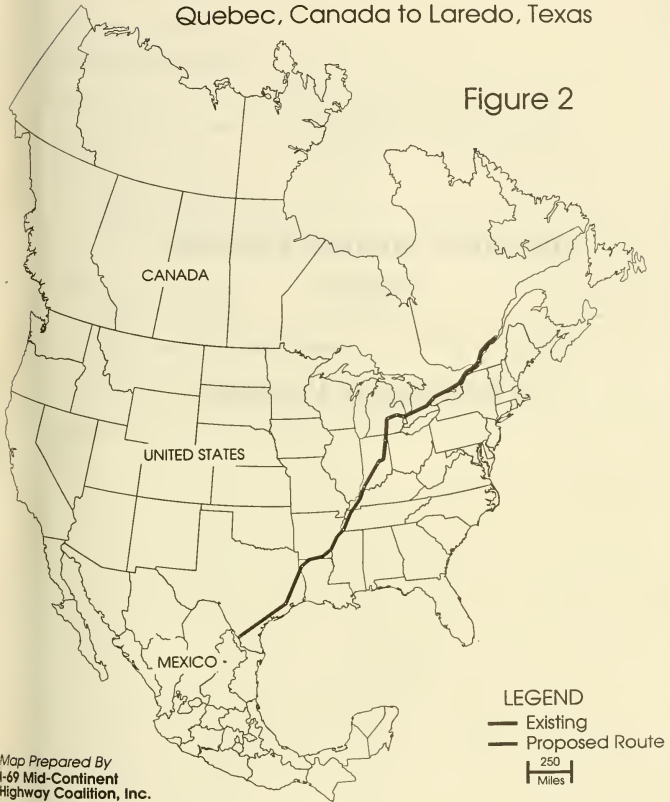
to end the economic stagnation that prevails in much of the area the road will traverse. Perhaps most important of all, financial issues must be resolved. None of these issues will be easy. The going will often get rough as the project moves forward. When it does, it is important that we all keep in mind what is involved here. By accident of geography and history, we have the opportunity to create a public works project as important as any ever undertaken. The Mid-Continent Highway will serve as the principal surface transportation route that will connect major centers of population and production through the heart of an entire continent. We have no way to estimate accurately what this will mean, because nothing like it has ever been done before. We do know that it is no exaggeration to say that the safety, health and well-being of hundreds of thousands of people will be affected directly, and millions indirectly. We also know that the economic and political relations of an entire continent are changing and this highway can play a significant role in the outcome.

Thousands of people in Indiana, Kentucky, Tennessee, Arkansas, Louisiana, Mississippi and Texas are coming together in our coalition to support this project. Political and business leaders, farmers and factory workers recognize how important it is to themselves and their children. They share the vision. I hope that I have helped you to understand that vision, and I urge you to support the effort to make it become reality.

The Mid-Continent Highway

Quebec, Canada to Laredo, Texas

Figure 2



Map Prepared By
1-69 Mid-Continent
Highway Coalition, Inc.

The Mid-Continent Highway (I-69)

A Mississippi Proposal

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THE MID-CONTINENT HIGHWAY (I-69)
A MISSISSIPPI PROPOSAL

HISTORICAL OVERVIEW

Over the past few years, considerable discussion has occurred regarding the development of a new highway system that would provide a relatively direct, overland transportation route from Canada, through the heartland of the United States, to Mexico. While not entirely part of the existing interstate system, this new Mid-Continent Highway is generally referred to as the "I-69 Corridor." The proposed corridor would originate in Montreal, pass through Ottawa and Toronto, and enter the United States at Port Huron, Michigan. From Port Huron to Indianapolis, Indiana, the Corridor follows Interstate 69, which is presently complete. From Indianapolis, the Corridor would run southwest and through the states of Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana, and Texas, to the Mexican border.

While the Interstate and National Defense Highway System, as authorized in 1956, is essentially complete, the United States Congress has authorized the study and development of National High Priority Corridors. These are to be limited-access highways, designed and built to interstate highway standards, which will supplant the existing interstate system.

The Federal Intermodal Surface Transportation Efficiency Act of 1991, Section 1105(c), extended the route of the Mid-Continent Highway, or I-69, from Indianapolis to Memphis, Tennessee, as one of the National High Priority Corridors.

In October 1992, the 1993 U.S. Department of Transportation Appropriations Act, P.L. 102-388, Section 351, amended Section 1105(c)(18) to extend this National High Priority Corridor to Houston, Texas. This subsection now reads as follows:

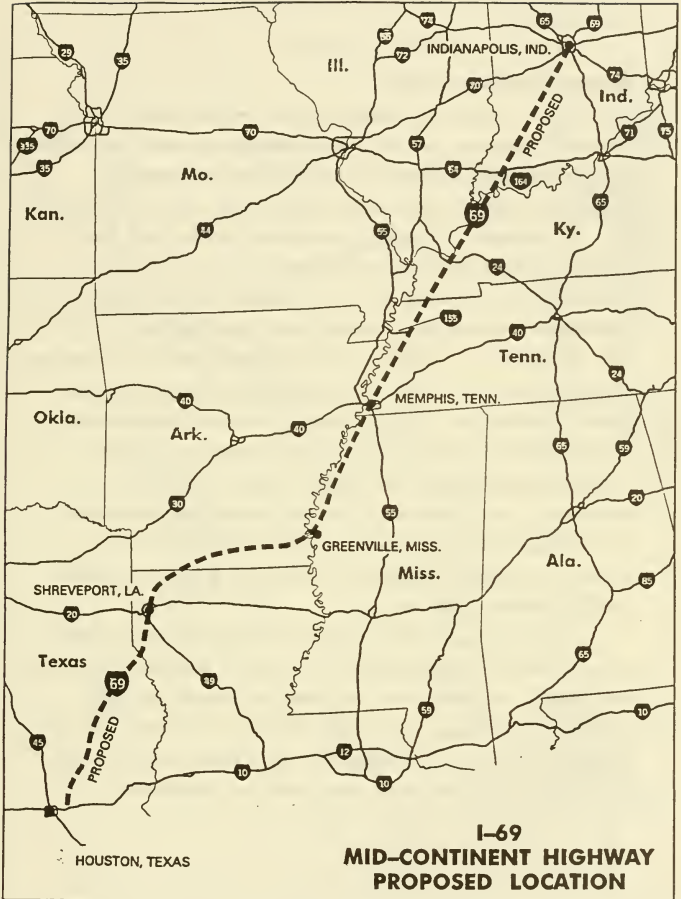
(18) Corridor from Indianapolis, Indiana, through Evansville, Indiana, Memphis, Tennessee, Shreveport-Bossier City, Louisiana, to Houston, Texas. (See Map 1.)

Combined with the designation in Section 1105(c)(20) of a National High Priority Corridor from Laredo (Texas) to Houston, a corridor is now designated from the present terminus of Interstate 69 at Indianapolis to the Mexican Border.

On November 10, 1992, a conference was held in Memphis attended by mayors, county officials, state legislators, businessmen and industrial developers. As a result of this meeting, the representatives of Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana, and Texas formed the Mid-Continent Association (I-69), Inc., which will represent the interest of the seven states through which the Mid-Continent Highway Corridor passes. The State of Michigan, in which I-69 is already complete, has joined to support the expedited completion of the entire Corridor.

While key communities have been designated along the route from Indianapolis to Houston, no definitive route has been designated between Memphis and the Shreveport/Bossier City area. The center of discussion has now shifted to this important question. One of the more promising proposals advanced to date

MAP 1



has been the idea of routing I-69 through the Delta Region of Mississippi.

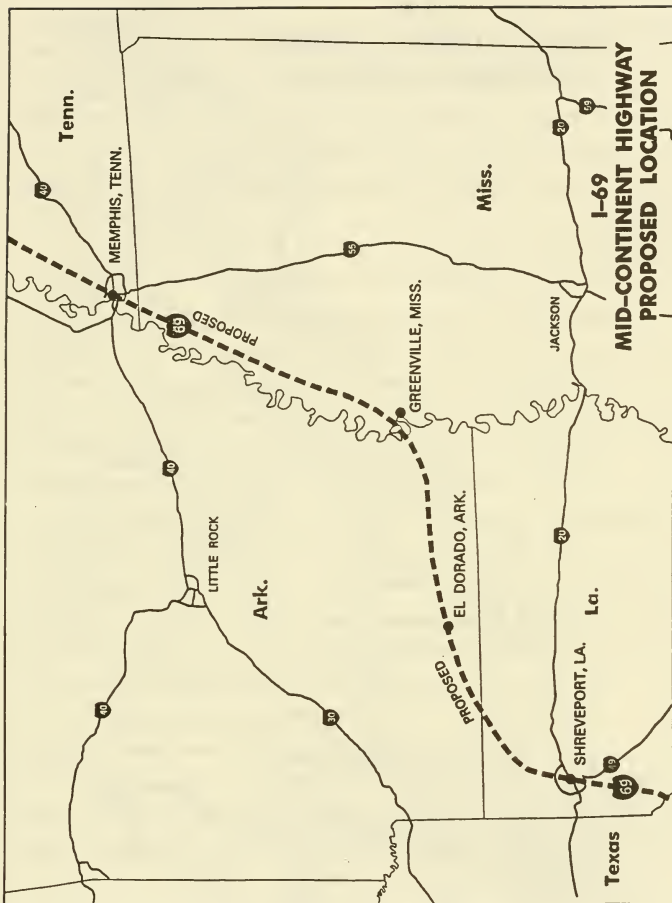
PROPOSED MISSISSIPPI ROUTE

While a variety of alternate routes between Memphis and Shreveport have been and will be recommended, a route that would pass through the Delta Region in Mississippi has several compelling arguments which would support that route over others.

For purposes of clarity, the proposed Delta route would cross the Mississippi-Tennessee border at an, as yet, undetermined point south or east of Memphis and move in a southwesterly direction to connect with the existing U.S. Highway 61. (See Map 2.) The proposed route would continue south and exit Mississippi by a bridge across the Mississippi River at Greenville. This route would directly traverse DeSoto, Tunica, Coahoma, Bolivar, and Washington counties and would represent approximately 143 miles of roadway. Leaving Greenville, the roadway would continue across the Mississippi River through the Delta Region of southeast Arkansas to El Dorado. The roadway would then continue to Shreveport/Bossier City, Louisiana. (See Map 3.)

The Mississippi route has four distinct advantages: The route represents few additional miles over a straight line route from Memphis to Shreveport. The route is already partially planned and developed. Next year, the State of Mississippi will begin to four-lane U.S. Highway 61. With modest modifications, this existing highway can be redesigned and upgraded to

MAP 2



MAP 3

I-69

MID-CONTINENT HIGHWAY

PROPOSED LOCATION



appropriate interstate highway standards at a fraction of what a completely new roadway would cost. The route through Greenville, the principal city in the Mississippi Delta with a population of nearly 50,000, would correct the historic omission of this city from the original interstate system. Greenville, which is over 60 miles from the nearest interstate, is one of the largest cities in the nation which is completely isolated from an existing interstate system.

Plans exist, as well, to build a new bridge at Greenville. Funds have already been appropriated by Congress to fund a feasibility study for a new four-lane bridge at Greenville to replace the present 52-year-old span. Designing this bridge to interstate standards would not cost appreciably more than the current plans. This bridge is to be re-built anyway, and the Greenville crossing is the most appropriate point--from an environmental standpoint--to span the Mississippi River.

The construction of this roadway through the Delta Region in Mississippi would have a very positive socioeconomic impact on what is generally regarded as one of the most economically depressed regions in the nation. A more complete analysis of the benefit projected to be produced by this project is outlined in the following sections.

ECONOMIC CONDITIONS IN THE MISSISSIPPI DELTA REGION

To understand the current economic condition of the Delta Region of Mississippi and why the location of the Mid-Continent Highway Corridor through this region would be so beneficial, a

review of how that part of Mississippi developed economically would be in order. As outlined in a major work on the condition of the South, Shadows in the Sunbelt, the Southern strategy for economic development over the past 30 years has been simple: recruit new industry. Over the years, industrial recruiters achieved great success, as thousands of new plants located in the region. Between 1959 and 1977, manufacturing employment in the rural South grew by almost 75 percent.

In recent years, however, competition for new industry has grown increasingly fierce, especially in the rural South, while layoffs and plant closings have become commonplace. Mississippi, like other states in the South, initially profited by this influx of new business. However, the type of industry locating in Mississippi in those years relied heavily on the mass production of standard goods that took advantage of the low costs, especially wages, offered in the state. The products produced were low value-added and did not require sophisticated machinery or highly skilled labor to produce. However, in the 1980s and 1990s, it became apparent that this strategy would no longer work. Because of international competition, the South, including Mississippi, is in a competitive limbo--its prevailing wage rates are too high to compete with the developing world.

While advantages such as abundant natural resources, inexpensive energy, and nationally competitive wage rates are predicted to help the region grow at a faster rate than the United States as a whole in the 1990s, it is the major metropolitan areas--not moderate-sized cities and rural

communities--that will be the principal beneficiaries of this growth.

Further, as noted in Shadows in the Sunbelt, equally negative for the rural South are the trends in transportation:

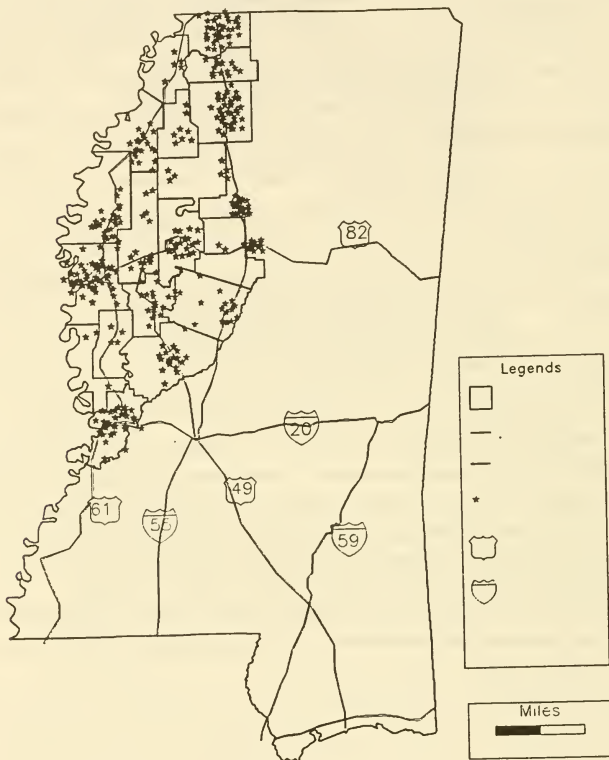
Budget constraints at all levels of governments have limited funding for road repair and maintenance, leaving rural roads and bridges in poor condition and continuing to deteriorate. This discourages investment in rural areas and adds to the burden of beleaguered farmers moving perishable goods to market. Only 33 percent of all rural roads in the South are rated in good condition compared to 73 percent of Southern interstate highways.

One top industrial recruiter described the general preference for urban versus rural locations this way:

There's not a whole lot of magic in it. Would you locate a multimillion dollar plant on a two-lane highway so that when one bridge is out, or a log truck is ahead of your truck, your whole plant is left waiting for materials? The transportation requirement is critical, almost primary.....

An analysis of where existing manufacturers have located in Northwest Mississippi is graphically demonstrated in Map 4. The highest concentrations of manufacturing facilities can be found overwhelmingly along Interstate 55, which bypasses the Delta Region to the east. Smaller concentrations of industry do occur in the medium-sized cities of Greenville, Cleveland, Clarksdale, and Greenwood. Development of this kind remains very weak within the rural parts of these counties. Local economic developers confirm that their recruiting efforts for the Delta are hampered by inaccessibility of these areas to a quality transportation source.

Mississippi Manufacturers Located in the Delta



As a primarily agricultural area, the Delta Region historically recruited fewer manufacturing facilities than other areas of Mississippi and the non-metropolitan South. As agriculture has increasingly become more mechanized, more and more jobs have been eliminated--producing both population and chronic socioeconomic decline. The following section will describe the result of this economic policy.

COMMUNITY ANALYSIS

More significant than potential cost savings, an in-depth analysis of the demographic make-up of the counties that would be impacted by this project indicates a compelling need for a major infrastructure project of this nature.

The Mississippi Delta, by almost every criteria that can be used to measure the vitality and economic strength of an area, has been for many years a region in great need. Criteria such as the percentage of residents in the region living in poverty status, inadequate medical care, inadequate public infrastructure, lower per capita incomes, and substandard housing prevent this area--lying in the heartland of our country--from taking advantage of the opportunities enjoyed by the rest of the nation.

The portion of the Delta region within Mississippi represents both the tragedy of this reality and the hope that things can and should change for the better. The following information represents a snapshot of this part of Mississippi utilizing basic demographic criteria. Information has been

compiled, not only on the specific five counties through which the proposed route for I-69 would travel, but also for an additional nine nearby counties that would receive a positive benefit from the location of the roadway. Collectively, these counties include DeSoto, Tunica, Coahoma, Bolivar, and Washington (counties in the direct route) and Tate, Panola, Quitman, Tallahatchie, Leflore, Sunflower, Humphreys, Sharkey, and Issaquena (impact counties).

Population

Population within the 14-county study area decreased 11.5 percent during the 30-year period between 1960 and 1990. Actual population declined from 436,339 in 1960 to 385,994 in 1990. Only three counties--DeSoto, Tate, and Panola--experienced population increases during the period. These counties are located outside the classic Delta Region. The largest population increase was by DeSoto County, which is part of the Memphis Metropolitan Statistical Area. Over the 30-year period, DeSoto County's population grew from 23,891 to 67,910 (284%). Tate and Panola counties had increases of 18.2 percent and 4.2 percent, respectively. Each of these counties--DeSoto, Tate, and Panola--are served by Interstate 55 on its route from Memphis to Jackson and New Orleans. Of counties losing population, Tunica and Quitman lost more than half (50%) of their population, and Issaquena County declined almost 47 percent. Every county without interstate highway access sustained a loss in population over the 30-year period from 1960 to 1990. If DeSoto County is

excluded from the study area, population among the remaining 13 counties declined 23 percent. In 1960, the 14-county Delta area contained 20 percent of the state's population; by 1990, it had declined to 15 percent. Between 1960 and 1990, Mississippi grew from 2,178,141 to 2,573,216 (18.1%). (See Table 1.)

Per Capita Income

Per capita income within the 14-county study area averaged \$12,352 in 1990, or 90 percent of the Mississippi average of \$13,343, and 66 percent of the U.S. average of \$18,696. County averages ranged from lows of \$10,535 and \$10,591 in Quitman and Issaquena counties, respectively, to a high of \$16,170 in DeSoto County. If DeSoto County is excluded, the remaining 13 counties achieved only 82 percent of the state's average per capita income in 1970 and 1980 and only 90 percent in 1990. Sadly, much of the income in this region represents federal government transfer payments, aid to dependent children, social security, and various government support programs for agriculture and depressed areas. If the state's 82 counties are ranked according to per capita income for 1990, Quitman and Tunica counties were 60th and 59th in Mississippi, respectively, while metropolitan DeSoto County was second. The entire 14 counties had 66 percent, or two-thirds, of the per capita income average of \$18,696 for the U.S. in 1990. In 1970 and 1980, the area had 53 percent and 61 percent, respectively, of the U.S. average per capita incomes. (See Table 2.)

Table 1
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION

POPULATION

County	1990	1980	1960	Percentage Change 1960-1990
Bolivar	41,875	45,965	54,464	-23.1
Coahoma	31,665	36,918	46,212	-31.5
DeSoto	67,910	53,930	23,891	284.0
Humphreys	12,134	13,951	19,093	-36.4
Issaquena	1,909	2,513	3,576	-46.6
Leflore	37,341	41,525	47,142	-20.8
Panola	29,996	28,164	28,791	4.2
Quitman	10,490	12,636	21,019	-50.1
Sharkey	7,066	7,964	10,738	-34.1
Sunflower	32,867	34,844	45,730	-28.1
Tallatchie	15,210	17,157	24,081	-28.8
Tate	21,432	20,119	18,138	18.2
Tunica	8,164	9,652	16,826	-51.5
Washington	67,935	72,344	76,638	-11.4
Totals	385,994	397,682	436,339	-11.5

Totals

without

DeSoto

County

318,084

343,752

412,448

-22.9

MISSISSIPPI
UNITED STATES

2,573,216

2,520,638

2,178,141

18.1

14 counties as percentage of Mississippi total (1990): 15.0%.

14 counties as percentage of Mississippi total (1980): 15.8%.

14 counties as percentage of Mississippi total (1960): 20.0%.

SOURCE: United States Census.

Table 2
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION
PER CAPITA INCOME

County	1990	County Rank	1980	1970
Bolivar	\$11,265	49	\$5,458	\$2,102
Coahoma	12,644	19	6,034	2,080
DeSoto	16,170	2	8,104	2,844
Humphreys	14,244	8	5,244	2,190
Issaquena	11,325	44	4,825	1,726
Leflore	13,311	14	6,450	2,497
Panola	11,265	48	5,663	2,162
Quitman	10,535	60	5,527	1,895
Sharkey	12,002	29	4,863	1,836
Sunflower	12,334	25	5,476	2,160
Tallahatchie	10,591	59	5,445	1,884
Tate	13,501	12	6,930	2,432
Tunica	11,409	41	4,614	1,938
Washington	12,336	24	6,961	2,602
Average	\$12,352		\$6,042	\$2,167

Totals
without
DeSoto
County

\$12,059

\$5,653

\$2,116

MISSISSIPPI
UNITED STATES

\$13,343
\$18,696

90%
65%

\$6,926
\$9,919

\$2,597
\$4,051

14 counties as percentage of United States total (1990): 71.0%.
14 counties as percentage of Mississippi total (1990): 92.6%.
14 counties as percentage of Mississippi total (1980): 87.2%.
14 counties as percentage of Mississippi total (1970): 83.5%.

Total Employment

Total employment in the 14-county Delta area increased 10.2 percent between 1981 and 1991. This was similar to the employment increase for the state over the same period. Employment for the Delta counties, as a percentage of total employment for the state, was approximately 14 percent for both 1981 and 1991. However, the Delta's employment growth is somewhat deceiving because of significant employment growth over the period in four counties including DeSoto (52%), Panola (38%), Sunflower (22%), and Tate (16%). The remaining counties had little employment growth or actually declined. Counties with employment decreases over the ten-year period include Sharkey (-18%), Quitman and Issaquena (-17%), Coahoma (-7%), and Washington and Leflore (-6%). Humphreys and Tunica counties showed slight employment gains of 3 percent and 2 percent, respectively. If DeSoto County is excluded from the comparison, actual employment for the 13-county area increased by only 2,873, or 2.6%, over the decade. (See Table 3.)

Unemployment

Data from the Mississippi Employment Security Commission for four years over the past decade including 1982, 1985, 1988, and 1991 reveal that average unemployment levels for 14 Delta counties are consistently higher than those of either Mississippi or the United States. Only DeSoto County was the exception to this pattern. During 1991, the most recent year for which annual figures are available, unemployment for the area averaged almost

Table 3
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION
EMPLOYMENT

County	Total Employment 1991	Total Employment 1981	Percentage Change 1981 to 1991
Bolivar	14,340	14,240	0.7
Coahoma	10,360	11,180	- 7.3
DeSoto	34,660	22,770	52.2
Humphreys	4,360	4,230	3.1
Issaquena	670	810	-17.3
Leflore	13,490	14,310	- 5.7
Panola	13,030	9,420	38.3
Quitman	3,290	3,990	-17.5
Sharkey	2,090	2,560	-18.4
Sunflower	13,210	10,800	22.3
Tallahatchie	4,490	4,890	- 8.2
Tate	8,670	7,450	16.4
Tunica	2,420	2,380	1.7
Washington	24,140	25,700	- 6.1
Totals	149,493	134,730	10.2

MISSISSIPPI	1,071,000	971,000	10.3
UNITED STATES			

14 counties as percentage of Mississippi total (1991): 14.0%.
14 counties as percentage of Mississippi total (1981): 13.9%.
Total employment in 1991 was 10.2% greater than in 1981.

13 percent, compared with 8.6 percent for the state and 7.4 percent for the United States. Individual rates varied from 5.8 percent for DeSoto County to 18.4 percent for Sharkey County. Other counties with large unemployment rates include Issaquena and Tunica with more than 17 percent, Tallahatchie with 16.4 percent, Quitman with 15 percent, and Leflore with 13.6 percent. Outside DeSoto County, Tate and Bolivar counties had the best unemployment rates for the region--both at approximately the 10 percent level. (See Table 4.)

Poverty Status

Data from the 1990 U.S. Census indicates that 34 percent of the individuals within the 14-county Delta study area lived below the poverty level. This compares with levels of 25 percent for Mississippi and 13 percent for the entire United States. County poverty level ratings varied from a low of 10.8 percent for DeSoto County to a high of 56.8 percent for Tunica County. When DeSoto County is excluded from the study area, the poverty level in the remaining 13 counties averaged 39 percent. Beside DeSoto and Tunica counties, eight of the remaining 12 counties had poverty levels in the 40 percent range including Issaquena (49.3%), Sharkey (47.5%), Humphreys (45.9%), Coahoma (45.5%), Bolivar (42.9%), Tallahatchie (41.9%), Sunflower (41.8%), and Quitman (41.6%). Three counties are within the 30 percent poverty range including Leflore (38.9%), Panola (33.8%), and Washington (33.8%). Tate, with a level of 22.8 percent, is the

Table 4
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION

UNEMPLOYMENT RATES
(In Percentages)

County	1982	1985	1988	1991
Bolivar	13.3	12.3	12.7	9.9
Coahoma	13.7	14.5	11.7	12.2
DeSoto	9.8	6.4	4.7	5.8
Humphreys	11.5	13.1	12.1	10.8
Issaquena	5.1	8.8	13.7	17.3
Leflore	13.2	12.7	11.2	13.6
Panola	13.8	12.9	11.8	10.3
Quitman	15.8	16.3	13.3	15.0
Sharkey	18.4	18.5	21.5	18.4
Sunflower	12.6	11.3	12.1	10.9
Tallahatchie	13.2	11.1	13.5	16.4
Tate	16.3	11.2	9.3	10.0
Tunica	15.3	19.4	16.0	17.1
Washington	14.2	13.3	12.5	12.2
Average	13.3	13.0	12.6	12.9

MISSISSIPPI	11.0	10.3	8.4	8.6
UNITED STATES	9.7	7.2	5.5	7.4

Difference in 14-county area average and:

MISSISSIPPI average	+2.3	+2.7	+4.2	+4.3
UNITED STATES average	+3.6	+5.8	+7.1	+5.5

SOURCE: Mississippi Employment Security Commission, Jackson, Mississippi.

only county in the study group, besides DeSoto, with a poverty level less than the state average of 25 percent. (See Table 5.)

Viewed collectively, this information indicates that residents of the Delta Region in Mississippi are more likely to live in poverty status. They have lower per capita incomes than other parts of the state and nation, and they are more likely to be unemployed or underemployed. Significantly, this pattern also reveals that, due largely to a lack of job opportunities, the population of the region has steadily declined as residents have relocated to other parts of the state or outside of the state. Those who remain in the region have the most serious problems with the least ability to change their status. Obviously, these criteria also have a great impact on the overall tax base of the region, ensuring the local counties and communities increasing inability to service the debt necessary for the development of infrastructure and the provision of basic services. The only areas in this region which appear to resist the trend of economic and social decline over the past 30 years are the counties at the east margin of the Delta which are served by Interstate 55.

ECONOMIC ANALYSIS

In 1988, the Lower Mississippi Delta Development Commission was established to analyze the lower Mississippi Delta as a whole and to devise a plan that would capitalize on the region's inherent strengths. From that effort, two significant documents emerged. The first document was the interim report of the Lower Mississippi Delta Development Commission called Body of the

Table 5
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION
POVERTY STATUS IN 1989

County	Number of Persons Status Determined	Below Poverty Level	Percentage
Bolivar	39,990	17,158	42.9
Coahoma	30,796	13,997	45.5
DeSoto	67,553	7,296	10.8
Humphreys	11,927	5,479	45.9
Issaquena	1,904	939	49.3
Leflore	35,941	13,987	38.9
Panola	29,674	10,031	33.8
Quitman	10,381	4,315	41.6
Sharkey	6,952	3,305	47.5
Sunflower	29,409	12,302	41.8
Tallahatchie	15,085	6,328	41.9
Tate	20,625	4,632	22.5
Tunica	8,087	4,597	56.8
Washington	67,160	22,671	33.8
Totals	375,484	127,037	33.8

Totals without DeSoto County	307,931	119,741	38.9
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MISSISSIPPI	2,502,902	631,029	25.2
UNITED STATES	241,977,859	31,742,864	13.1

The 14-county area has 2.6 times the poverty level of the United States average.

SOURCE: 1990 United States Census.

Nation. An extremely important document, the report presented, for the first time, a comprehensive analysis of the Lower Mississippi Delta Region and a suggested blueprint for change. The Chairman of the Commission, at that time, was then-Governor and now-President Bill Clinton.

Following that document, the final report of the Commission's study, The Delta Initiatives-Reclaiming the Dream... Fulfilling the Potential, was published--citing specific areas of improvement necessary to move this region forward. Significantly these reports noted that infrastructure within the region has not kept pace with the region's needs. The final report noted that "Inadequate housing, water supply, sewage treatment facilities, transportation, power and telecommunications systems impede business growth and community development efforts." Further, "The Delta's transportation system is in great need of repair and expansion for economic growth. The region's strategic location in the heart of the country and favorable winter driving conditions make it ideally suited for an enhanced system of highways for transportation and distribution of goods throughout the nation." A proposed transportation network in the report specifically identifies U.S. Highway 61 as a roadway that should be four-laned and was of strategic benefit in the movement of people and products.

What then are the projected economic benefits to be derived by the Delta region in Mississippi from I-69? The overall benefits can be broken down into two broad categories as follows:

- (1) Jobs and tax base expansion or economic impact

- (2) Overall economic development opportunities or economic benefit

Economic Impact

Table 6, entitled Estimated Annual Economic Impact of Proposed Construction of Interstate 69 on Mississippi's Economy, indicates that the 14-county area would receive a very strong injection of jobs and significant enhancements to the overall economic base. Estimated total income generated from the project would be approximately \$236 million. Estimated employment would be roughly 6,000 direct and 8,000 indirect jobs. Retail sales, bank deposits, sales tax to city governments, and state government funds revenues generated would account for another \$340 million. Overall, this project would represent a half-billion-dollar infusion into one of the more economically depressed areas of the country. The projected direct job creation alone would make this project one of the most significant positive economic improvements ever experienced by this area.

Economic Benefit

As has been noted, transportation has been identified as one of the principal components necessary for the fullest economic development possibilities in the Mississippi Delta Region. The principal benefit to an area provided by a quality transportation system is access. Access is critical to the attraction and location of business and industry, to the development of tourism, and to the diversification of alternative economic development strategies.

Table 6
ESTIMATED ANNUAL ECONOMIC IMPACT OF
PROPOSED CONSTRUCTION OF INTERSTATE 69
ON MISSISSIPPI'S ECONOMY

Estimated total income generated

Direct	\$108,522,000	
Indirect	\$127,188,000	
Total		\$235,710,000

Estimated total employment generated

Direct	6,000	
Indirect	8,100	
Total		14,100

Retail sales generated	\$153,211,00
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Bank deposits generated	\$129,640,000
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Sales tax to city governments	\$1,344,000
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State government revenues generated

Sales tax to General Fund	\$6,435,000	
Other General Fund revenues	\$16,264,000	
Special Fund revenues	\$5,657,000	
Total state revenues		\$28,356,000

NOTE: The proposed route of Interstate 69 will impact 14 Mississippi counties: Bolivar, Coahoma, DeSoto, Humphreys, Issaquena, Leflore, Panola, Quitman, Sharkey, Sunflower, Tallahatchie, Tate, Tunica, and Washington.

The income multiplier of 2.172 and the employment multiplier of 2.350 used in this analysis were taken from the Mississippi Input-Output Model.

SOURCE: Mississippi State Tax Commission, various Service Bulletins.

Mississippi Department of Economic and Community Development, January, 1993.

Mississippi Institutions of Higher Learning, Center of Policy Research and Planning, January, 1993.

Industrial Recruitment and Development

Transportation costs represent one of the most significant factors in the bottom line of most businesses. The ability to bring in raw materials, convert them to a finished product, and distribute them to major markets is critical to the success or failure of today's industrial operations. The principal method used for the transportation of materials and products is truck transportation. This form of transportation offers a low-cost operation that is capable of meeting a variety of location demands impossible to achieve by air and rail alone. One of the key questions most frequently asked by businessmen interested in expansion or relocation is the accessibility of a site to major markets. Site accessibility is generally rated by proximity to the interstate system. Changes in manufacturing techniques and a desire to hold down operating costs have produced new supply systems like "just in time" inventory management. Plants must be accessible to the components they use in their manufacturing process.

The proposed Mississippi route for I-69 will create a development triangle in the northwestern part of our state. Bounded on the east by I-55 and the west by the Mississippi River, the I-69 route would open up this part of the state for many additional business development sites and opportunities. As businesses locate in an area, a ripple effect occurs on the economy--thereby creating demands for housing, retail sales, services, recreation, and tourism.

The proposed Mississippi I-69 route would create a large, new area in Mississippi that would attract business and industry due to lower production costs and ease of access. Location along one of the primary Canada-to-Mexico transportation corridors alone would attract a great amount of interest and probable business locations.

As noted in The Body of the Nation:

The Delta has an abundance of natural resources; yet most of the region's raw materials are exported for the purpose of processing and then shipped into the region as finished products. Value-added processing is a means whereby the region can expand and diversify existing business and thus provide more jobs for workers. Value-added processing also represents an important linkage between alternative cropping options and expanded opportunities for the manufacturing, processing and marketing of Delta-made products. The aquaculture industry is an example of this phenomenon. Catfish is now raised in ponds throughout the Delta, processed in local plants which employ local workers and is marketed regionally, nationally, and internationally.

Transportation is the key to the rapid, cost-effective movement of this and other similar products.

Local Business Development

Another major benefit resulting from quality transportation access to an area is the sheer volume of commercial and passenger vehicles that would be passing through the area on a daily basis. This type of traffic creates demands for new types of service businesses which include lodging, restaurants, shops, and auto/truck repair facilities. Each of these new developments create their own job base and their own service and product demands.

Tourism

In Shadows in the Sunbelt, southern states are encouraged to identify and develop alternative economic development strategies. While the Delta Region in Mississippi has traditionally relied on agriculture and, to some degree, low-tech manufacturing as the prime base for its development strategy, the growing national and international tourism industry offers real possibilities for the area. Significant local activities such as the annual Delta Blues Festival at Greenville, the annual World Catfish Festival at Belzoni, and the annual Mississippi International Balloon Classic at Greenwood draw thousands from around the nation and the world. The increasing international popularity of blues music has increased visitation to the area.

Most recently the introduction of riverboat gaming in Tunica County has drawn thousands of people to one of the poorest counties in the nation. Most recently, an average of 3,000 people per day are visiting the casino in that county. Riverboat gaming has been approved by voters in Washington County, and floating casinos will open at Greenville in May 1993.

Mississippi ranks 13th nationally in terms of migration for retirement purposes of age 65+ individuals. Statistically, future retirees visit an area two to three times before they retire in a particular location. The Delta area of Mississippi offers the low cost, low crime, mild climate type of environment today's retirees are seeking. Quality transportation access would enhance the attractions of the area to this group. The retirement market represents a developing market sector that not

only brings new people and wealth to an area but also creates product and service demands that help to create new job opportunities.

International Trade

As noted in The Body of a Nation, "The international market represents another largely neglected sector; yet it is an important vehicle by which existing businesses can expand and generate more jobs."

Yet, perhaps more importantly than the opportunities created by the international market, is the stark reality noted in the Mississippi Special Task Force for Economic Development Planning report, entitled Seizing the Future: A Commitment to Competitiveness, where it is stated that:

Until recently Mississippi, along with the rest of the South, has been able to duck the competitiveness challenge, taking shelter behind low wages and antiquated production systems that kept the prices of things we made low enough to get by. Low-wage companies no longer are confined to looking at states like Mississippi for a new home. They can look to Mexico, Malaysia and China where most people work for lower wages than Americans. The successful strategy to adopt hinges on a well-educated workforce capable of adapting to high technology manufacturing, good transportation and affordable available capital.

As Peter Drucker, the well-known international business expert, noted, "If you don't think globally, you deserve to be unemployed....and you will be."

The pending North American Free Trade Agreement, which would eliminate trade restrictions between Canada, Mexico, and the

United States, will probably be ratified by Congress in the near future.

The prospect of the premier, direct, land-based trade route between these nations, passing through a major industrial area of the midwest and the southwest and through the Delta Region of Mississippi, offers that part of Mississippi direct participation in the free flow of international goods and services. It also helps to support existing business in the area by increasing their market opportunities.

Intermodal Benefits

When analyzing the subject of transportation and its impact on the growth and attraction of business and industry, a region's entire intermodal capacities must be reviewed. An intermodal analysis would include not only highways but airports, ports, and rail as well. As noted in the final report by the Lower Mississippi Delta Development Commission, "The rural Delta areas suffer a severe disadvantage in providing their citizens with access to quality air passenger service." In addition, the report states, "River ports in the Delta region are not growing at the same rate as ports in the Gulf and Atlantic Coastal states. As trade increases with Europe and Latin America, the Delta needs to position itself to take advantage of its geographic location to serve the distribution needs of the central part of the United States." Finally, the report states, "Most of the Delta also lacks passenger rail service. This

eliminates rail service as a tool to spur local development through tourism."

Currently, the major ports at Greenville and Rosedale, Mississippi, developed through significant investment of federal funds, are not fulfilling their potential as significant movers of goods. Similarly, the high-quality airport at Greenville on the site of a closed Air Force base, could develop into a significant regional hub offering passenger service not only to northwest Mississippi but also to southeast Arkansas and northeast Louisiana. Access to this airport is impeded by the absence of adequate highway access. Ironically, it is located directly in the proposed route of the new interstate Corridor.

The proposed I-69 route through the Delta region of Mississippi would offer a greater flow of traffic, products, and people through the area. Each of these increases would create demands for full use and expansion of the existing river ports, airports, and rail service and expand business and new job opportunities in the entire Delta Region.

CONCLUSION

As Mississippi approaches the Twenty-First Century, it stands ready to face an enormous challenge--to take control of its economic destiny and build a globally competitive economy. But building a globally competitive economy requires more than just action in a few key areas. It requires an understanding of the critical ingredients of a healthy economy and an assessment of the strengths and weaknesses of the state's economy to guide

those actions. Like today's businesses--that are no longer competing on the basis of producing a standardized product at the lowest cost, but are evolving into businesses that rely on customized products, flexibility, innovation, timeliness, and adaptation for success--Mississippi must improve the way in which it develops its economic base. Mississippi must raise the quality of the business environment it offers to business.

Nowhere in the state is this change more needed or more critical to its future than the Delta Region in Mississippi. Long regarded as one of the poorest rural regions of the nation, the Delta can become a rural trendsetter through the adoption of a strategy of diverse alternative economic approaches. The proposed routing of the Mid-Continent Highway Corridor (I-69) through the Delta Region of Mississippi, while not a universal panacea to the problems of Mississippi's Delta, would go a long way toward tying together the various strands of this new economic strategy the Delta must embrace.

REMARKS BY MR. DAVID C. NIELSEN
CITIZENS FOR BORDER TRANSPORTATION

Before The
UNITED STATES HOUSE OF REPRESENTATIVES
SURFACE TRANSPORTATION SUBCOMMITTEE
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

March 10. 1994

Thank you, Mr. Chairman.

On behalf of Citizens for Border Transportation, I want to thank Congressman Filner for bringing this proposal before you today.

Citizens for border Transportation was formed several years ago for the purpose of solving Otay Mesa's critical road and highway problems. It has brought together public officials and local business representatives in an informal setting to review alternatives, establish priorities and provide technical information to local elected representatives.

We are proud of Otay Mesa and the role it will play in the emerging binational economy of the southwestern United States. We have worked hard to develop the program which Congressman Filner has presented to you today. It reflects literally hundreds of hours of study, debate and analysis by representatives of the California Department of Transportation (CALTRANS), City and County officials, business leaders, private engineers and planners.

The proposal before you includes the necessary projects for our community to play its legitimate role in the implementation of NAFTA and the expansion of trade with Mexico.

We feel we have done our part and now it is time for you to do yours.

On behalf of Citizens for Border Transportation, I urge you and your colleagues to support Congressman Filner and authorize these projects,

Thank you, Mr. Chairman.

TESTIMONY OF MR. JOHN J. OSMANSKI
General Manager, Eagle Ridge Inn & Resort
Box 777, Galena, Illinois 61036
(815) 777-2444

before

The Subcommittee on Surface Transportation

March 10, 1994

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, I THANK YOU FOR THE OPPORTUNITY TO BE HERE TODAY AND TESTIFY BEFORE YOU REGARDING THE US ROUTE 20 HIGHWAY PROJECT IN NORTHWEST ILLINOIS. I WOULD LIKE TO BEGIN MY REMARKS BY GIVING YOU SOME BACKGROUND ON THE AREA THAT WILL BE IMPACTED BY THIS PROJECT.

THE GALENA TERRITORY IS A 6,800 ACRE RESORT COMMUNITY LOCATED IN THE NORTHWEST TIP OF THE STATE OF ILLINOIS, SIX MILES FROM THE HISTORICAL TOWN OF GALENA AND 153 MILES FROM CHICAGO.

THE GALENA TERRITORY HAS AN APPEAL FOR SECOND HOMES, PERMANENT RESIDENCES AND RESORT ACTIVITIES THAT DRAW ITS GUEST FROM OVER A 300-MILE RADIUS. US HIGHWAY 20 IS THE MAJOR ROUTE FOR THIS AREA'S ATTRACTIONS.

GALENA IS RANKED THIRD AS AN ILLINOIS DESTINATION. THE HOUSE ON THE ROCK AT SPRING GREEN, WISCONSIN IS THE NUMBER ONE TOURIST ATTRACTION AND THE MISSISSIPPI QUEEN CASINO FROM 1991-93 WAS IOWA'S NUMBER ONE TOURIST ATTRACTION. ALSO, OUR SILVER EAGLE CASINO CRUISE LOCATED IN EAST DUBUQUE, ILLINOIS AND THE OTHERS PREVIOUSLY LISTED ARE WITHIN 1 1/2 HOURS FROM GALENA.

REGIONALLY, US 20 IS VITAL TO REACH THESE ATTRACTIONS AND DESTINATIONS. AS A TWO-LANE HIGHWAY, IT HAS CAUSED MAJOR CONCERNS AND PROBLEMS REGARDING SAFETY OF DRIVING, SAFETY FOR INDIVIDUALS IN SMALL TOWNS, TIME ELEMENTS AND TRUCK USAGE.

WE AT EAGLE RIDGE, THE GALENA TERRITORY, THE SILVER EAGLE CASINO CRUISE AND THE COMMUNITY OF GALENA ARE VERY CONCERNED WITH THE FUTURE OF OUR TRI-STATE AREA AND THE PRESENT INADEQUATE ROAD SYSTEM. IT IS VITAL TO THE TRI-STATE AREA THAT YOU STRONGLY SUPPORT THE FOUR-LANE PROJECT

PAGE 2

I HAVE INCLUDED A FEW FACTS AND FIGURES FOR YOUR REVIEW in TABLES I AND II ON PAGE 4.

TOURISM

- 1) GALENA CONSISTENTLY RANKS AMONG ILLINOIS' TOP THREE TRAVEL DESTINATIONS; THE OTHER TWO ARE CHICAGO AND SPRINGFIELD. (THIS IS BASED ON INTERCEPT SURVEYS AND TELEPHONE SURVEYS PERIODICALLY CONDUCTED BY THE ILLINOIS BUREAU OF TOURISM SINCE 1985. PEOPLE WERE ASKED, "IF YOU COULD VISIT ANY PLACE IN ILLINOIS, WHERE WOULD YOU GO?")
- 2) IN 1993, FOR THE FIRST TIME EVER, MORE THAN ONE MILLION PEOPLE VISITED JO DAVIESS COUNTY'S TOURIST ATTRACTIONS. (THIS IS BASED ON REPORTS FROM 9 OUT OF 15 ATTRACTIONS: SILVER EAGLE, GRANT'S HOME, OLD MARKET HOUSE, OLD GENERAL STORE, G/JDC HISTORY MUSEUM, RIVER CRUISE, APPLE RIVER CANYON STATE PARK, WHISTLING WINGS AND WARREN CHEESE PLANT. IT DOES NOT INCLUDE THE BELVEDERE, DOWLING HOUSE, VINEGAR HILL LEAD MINE, OLD STOCKADE, GRANT HILLS AUTO MUSEUM OR GALENA WAX MUSEUM.)
- 3) DURING 1993, VISITORS TO JO DAVIESS COUNTY SPENT \$17 MILLION ON ROOMS, PLUS AN ESTIMATED \$80 MILLION ON FOOD, BEVERAGES, GAS, SHOPPING, ENTERTAINMENT, AND RECREATION. (THE ROOM EXPENDITURE IS A HARD NUMBER, BASED ON REVENUES FROM A 3% LOCAL HOTEL TAX. THE SECOND NUMBER IS A CONSERVATIVE ESTIMATE, BASED ON AN INDUSTRY MULTIPLIER. IT DOES NOT INCLUDE GAMING AND EXPENDITURES.)
- 4) JO DAVIESS COUNTY'S TOURISM INDUSTRY AND VISITOR EXPENDITURES CONTINUE TO GROW, DESPITE LACK OF HIGHWAY ACCESSIBILITY AND A SLUGGISH ECONOMY. SINCE 1985, VISITOR EXPENDITURES HAVE INCREASED BY 265%...SINCE 1990 BY 45%. (THIS IS BASED ON REVENUES FROM A 3% LOCAL HOTEL TAX.)
- 5) 65% OF JO DAVIESS COUNTY'S VISITORS RESIDE ON THE CHICAGO METRO AREA. 100% OF THEM TRAVEL TO GALENA VIA US HIGHWAY 20. THE MAJORITY OF THE REMAINING 35% RESIDE WITHIN A 400-MILE RADIUS AND ALSO REACH GALENA VIA US HIGHWAY 20. (THIS IS BASED ON ON-GOING ZIP CODE ANALYSIS OF VISITOR REGISTERS AND AREA CODE ANALYSIS OF PHONE RECORDS.)
- 6) TOURISM IS JO DAVIESS COUNTY'S LARGEST EMPLOYER AND SECOND LARGEST INDUSTRY.

PAGE 3

AS YOU CAN SEE ON TABLE II, THE TRI-STATE AREA HAS A MAJOR FINANCIAL COMMITMENT AND WITH OUR 15 YEAR PREDICTIONS, OUR NEEDS WILL GROW DRAMATICALLY. IT IS VITALLY IMPORTANT THAT US HIGHWAY 20 FOUR-LANE PROJECT RECEIVE A THOROUGH REVIEW AND A FAVORABLE DECISION.

THANK YOU MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE FOR YOUR TIME AND UNDERSTANDING OF THIS MATTER.

PAGE 4

TABLE I

EAGLE RIDGE INN & RESORT AND THE SILVER EAGLE CASINO CRUISE (12 MILES FROM THE RESORT) ARE MANAGED BY THE SAME COMPANY, AERIE HOTELS AND RESORTS.

FACTS PERTAINING TO 1993

EMPLOY OVER 1,400 STAFF	
PAYROLL	\$13,000,000
PAYMENT TO LOCAL VENDORS	\$20,000,000
PAID COUNTY HOTEL TAX	\$ 207,000
PAID REAL ESTATE TAX	\$ 302,000
SPENDING BY RESORT & CASINO GUESTS	\$60,000,000
(AT OUR FACILITIES)	
SPENDING BY GUESTS AT LOCAL FACILITIES	\$21,000,000
RESORT GUESTS	151,000 PER/YR
GUESTS OF THE TERRITORY	310,000 PER/YR
SILVER EAGLE CASINO GUESTS	900,000 PER/YR
COUNTY TAX FROM SILVER EAGLE	\$ 1,435,000
SCHOOL DISTRICT TAX RAISED	\$ 442,000
(ON THE GALENA TERRITORY)	

TABLE IIGALENA TERRITORY

PROJECTED....

	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1993</u>
PROPERTY OWNERS	245	2,480	3,327	3,692
CONSTRUCTED HOMES	120	413	974	1,457
EAGLE RIDGE GUEST COUNT	14,965	43,335	81,633	151,730
SILVER EAGLE GUEST COUNT				900,000
	<u>1995</u>	<u>2000</u>		<u>2000+</u>
	3,800	4,000		4,500
	1,650	2,150		2,600
	185,110	277,000		375,000
	1,000,000	1,200,000		1,500,000

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TESTIMONY OF PHILIP A. PAGANO, EXECUTIVE DIRECTOR OF METRA COMMUTER RAIL,
CHICAGO, ILLINOIS, BEFORE THE SURFACE TRANSPORTATION SUBCOMMITTEE,
HOUSE COMMITTEE ON PUBLIC WORKS.
RAYBURN HOUSE OFFICE BUILDING, MARCH 10, 1994, 4:00 P.M. EST

Mr. Chairman, members of the subcommittee, thank you for this opportunity to make a brief presentation. I am Philip A. Pagano, executive director of Metra, the commuter rail system for northeast Illinois. In response to staff requests we have provided written answers to specific questions relative to investment criteria. I have a few quick overview comments and will be glad to respond to any questions.

We are here to discuss authorization for two separate projects. Each has a great deal of merit, and I might note that each contains a significant proportion of non-federal funding. At Metra we have earned a reputation for sizeable local and regional share. We do it not only as a matter of principle, but also with the expectation that it will enhance our case in seeking a federal match.

One of the projects is a new start--the planning and funding for which started in 1993. This is the implementation of commuter rail service on the tracks of the freight-only Wisconsin Central Railroad. The area served by this line has seen intense residential development over the past two decades. Where they once grew only corn and soybeans they now grow families and congested county roads.

The second project is at the opposite end of our territory (and I might note that we serve a region almost as large as the state of Connecticut). It involves the substantial upgrading of an existing rail line that was a latecomer into Chicago

Metra is the registered service mark for the Northeast Illinois Regional Commuter Railroad Corporation.

railroading when it was built as the old Wabash Railroad, and was a late bloomer in the Metra family. Where it had only one round-trip each weekday in 1975 it now hosts ten trains a day. The old Wabash is strained for capacity.

Let me begin with Wisconsin Central. This will be a new service for us, with a targeted startup in the spring of 1996. Despite the name, we will go only as far as the Wisconsin state line some 50 miles north of Chicago. Last year the Appropriations conferees earmarked \$8 million in Section 3 New Start funds as seed money for this project. Our region's FY93 CMAQ program included approved funding from that source in the amount of \$5.72 million. The pending FY94 CMAQ program totals \$22.1 million.

Mr. Chairman, under accepted formulas this new start will obviate more than 440,000 automobile trips per year and will reduce vehicle miles in our non-attainment region by more than 23-million. Total cost of the project is just over \$100 million, of which almost \$46 million will be local and regional money. We think it is somewhat rare for a new 50-mile transportation facility to be put in place with a federal fund share of approximately a million dollars a mile. The municipalities along the line have accepted responsibility for stations and parking lots. We have already acquired \$10 million worth of locomotives that were financed with Illinois revenue bonds. We are acquiring 370 new railcars to meet ADA requirements (also paid for with Illinois money), and the arrival of those cars starting this year will free up sufficient existing cars for service on Wisconsin Central after an appropriate rehabilitation program. There is one other factor I bring to your attention. The tracks of the Wisconsin Central border O'Hare Field. We will have a station there, and as more studies come into my office I am increasingly convinced that O'Hare may be as much a destination for suburbanites as is downtown Chicago. The new emphasis on intermodalism will have a showcase in the Metra-O'Hare linkup.

Now let me address our other project. You will see in our packages that we alternate the names Norfolk Southern and Metra/SouthWest Service. While the tracks are actually owned by Norfolk Southern, we have leased the property and have taken the commuter workforce on as our own employees. We don't go to Norfolk and we aren't southern, but we do serve the southwest suburbs--thus the name "SouthWest Service". As I noted, this was once the Wabash Railroad and it never was designed as a commuter route. There are several stretches of single track, and the circuitry for grade crossing warning devices is set for 50 mile-an-hour freight trains. It is 25 miles to the end of the line, and trains currently make the trip in one hour flat, making stops at all seven en-route stations. Despite its shortcomings, the route has grown from several hundred riders a day in 1975 to about 5,800 passenger trips on an average weekday. And the southwest suburbs are still the fastest growing part of northeast Illinois in terms of building permits. We owe those customers something better than ten trains a day averaging 25 miles an hour, and we seek your help in authorizing the needed improvements.

Total cost for SouthWest Service capital improvements will be \$12.2 million, of which we can supply \$2.2 million as a local match against \$8.8 million in federal funds. The balance of \$1.1 million has already been funded through CMAQ.

Again, Mr. Chairman, we deeply appreciate the committee's time for what may seem like small projects to you but will be significant improvements for Metra and our customers. I will be glad to respond to any questions.

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REMARKS BY MR. STEVE PORTER
PRESIDENT, OTAY MESA CHAMBER OF COMMERCE
Before the
UNITED STATES HOUSE OF REPRESENTATIVES
SURFACE TRANSPORTATION SUBCOMMITTEE
COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
March 10, 1994

Thank you Mr. Chairman.

I want to thank Congressman Filner for his leadership and hard work in behalf of Otay Mesa. Over the years we had become discouraged as plans were developed for the port that seemed to ignore the needs of the community and to prevent the efficient movement of goods across the border. Congressman Filner's Otay Mesa Transportation Summit was one of the most significant events to occur in our community in many years.

Congressman Filner has described the planning process undertaken by local public agencies and the business community. In reliance on that process our company moved to Otay Mesa in 1989. Since then, we have observed steady growth in the level of activity at the port. But the increased activity has created major problems which are beyond our ability to solve.

Congressman Filner has mentioned Otay Mesa Road. It must be widened and fully improved to deal with existing traffic.

Planned truck access to the expanded port will also create serious problems. We were appalled when we learned that the Federal agencies planned to route truck traffic to and from the port on local streets with no consideration for impacts on neighborhood businesses and border traffic patterns. The queue of southbound trucks at Virginia Street in San Ysidro has been observed to be up to a mile and one-half long. Such a queue on Otay Mesa will deprive local businesses of access to their properties and will spill out onto Otay Mesa Road, creating even worse traffic problems than we currently have. Streets used by these trucks will deteriorate rapidly since they were not designed for such heavy loads.

Congressman Filner has requested funding for improvements to City streets which will accommodate border truck traffic efficiently and safely. In cooperation with the City, we have worked out an alternate point of access for southbound trucks which will allow for queuing in a vacant right of way owned by the City. Trucks will access this entrance on a designated route which will avoid the conflicts with through traffic on Otay Mesa Road.

The projects discussed so far are required to simply catch up with current border-related demands. With implementation of NAFTA and development of additional border businesses, Otay Mesa Road will be congested almost as soon as it is widened. Additional east-west road capacity will be necessary within the next three years.

For many years we have been working with local planners and State transportation officials on proposed State Route 905. This highway will provide the permanent link between the port and the interstate highway system. The Environmental Impact Statement is underway, but additional funding will be required to complete it. Right of way must be obtained and an interim facility constructed. Congressman Filner's proposal will allow these facilities to be built on a schedule that will permit the continued growth of trade and commerce at the border.

In summary, our situation is desperate and is getting worse. Those of us with businesses on the Mesa have invested heavily in our plants and offices

as well as in the infrastructure that is now in place. We feel we have more than met our obligations to the community. Completion of the street and highway system on the Mesa cannot be a local responsibility alone. The cost is beyond us and the benefits extend far beyond our City and regional boundaries. We need your help and feel it is in the national interest that you provide it. I urge you to support Congressman Filner's proposals.

Thank you, Mr. Chairman.

Testimony by

Congresswoman Deborah Pryce

before the
Surface Transportation Subcommittee
of the House Public Works Committee

on

March 10, 1994

Mr. Chairman, thank you for the opportunity to testify in support of two projects in Columbus.

Before presenting my remarks, I would like to introduce the three gentlemen seated at the table with me. They are Charles Glander, Chairman of the Board of Trustees of the Central Ohio Transit Authority, Mohamed Ismail, Director of Transportation for the Mid-Ohio Regional Planning Commission and Lee Johnson, President of Limited Distribution Services. With your permission, Mr. Chairman, they will also testify.

The first project is a light rail line, approximately 15 miles in length, which would connect downtown Columbus, the campus of Ohio State University and suburban activity centers located north of downtown.

I believe the project has great merit for the following reasons. First, it will serve a growing need for mobility in the Columbus metropolitan area. It will connect the Columbus central business district and the campus of Ohio State University with fast growing suburban centers located north of downtown. Both the downtown and the Ohio State campus are large activity centers. About 84,000 employees are currently located in the central business district and 85,000 persons work and attend classes at the Ohio State University and Ohio State University Hospital. To put this in perspective, these two areas are located only two miles apart and are comparable to downtown San Diego (with 70,000 employees) plus downtown Portland, Oregon (with 85,000 employees). Each of these cities have successful light rail projects.

Second, the large ridership estimated for the Columbus rail project will divert automobile trips to light rail, help avoid gridlock on Interstate 71 and Route 315, and contribute to the reduction of air pollution and energy consumption in the metropolitan area.

Third, I believe the light rail project will be cost effective in that it will carry a large number of riders because of the relatively low cost of building an at-grade facility in an existing railroad right-of-way. The Columbus project should compare favorably with proposals from elsewhere in the country which require tunneling or extensive aerial structures.

Mr. Chairman, I also support authorization for an intermodal highway project located in the Alum Creek industrial corridor. An existing two-lane road would be widened to five lanes to accommodate a substantial increase in projected truck and auto travel.

This project is an outstanding example of an intermodal transportation facility envisioned by the "I" in ISTEA. It will link air cargo facilities at the two major airports in Columbus with rail terminals, truck terminals, industrial parks, and many large warehouse and distribution facilities.

Second, I believe that Columbus has the potential for becoming a major mid-west distribution center. A study prepared by Cambridge Systematics, a respected consulting firm, estimates that between 1990 and 2010, warehouse space will increase 66 percent to 134 million square feet, air freight will increase 600 percent to 404,000 tons annually, and truck movements will increase 42 percent to 22,000 daily trips. The highway project is needed to accommodate this growth.

Third, the project will help make central Ohio, and the nation, more competitive vis-a-vis our foreign competition. The project will serve a large number of firms which now compete worldwide including Whirlpool, Eddie Bauer/Spiegel, Honda of America Mfg., Inc., Libby-Owens-Ford, and The Limited. The project will reduce the cost of shipping materials to the plants and shipping finished products to overseas markets.

Both the transit and the highway project have been assigned a high priority by local and state agencies. Federal transit and highway funds distributed under ISTEA formula however, are not sufficient to construct the projects within a reasonable time frame.

These projects are supported by local public officials, by business and the local community. Letters of support have been provided to the subcommittee staff.

Both projects have my unqualified support.

Mr. Chairman, with your permission, let me now turn to Charles Glander, who will give you more information about the light rail project. He will be followed by Mohamed Ismail and Lee Johnson. Thank you.

MAYOR
 Daniel H. Young
 MAYOR PRO TEM
 Miguel A. Pulido
 COUNCILMEMBERS
 Thomas E. Lutz
 Patricia A. McGuigan
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CITY OF SANTA ANA

ALL-AMERICA CITY 1982-83

CITY MANAGER
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 CITY ATTORNEY
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 Janice C. Guy

MARCH 10, 1994

PRESENTED TO:
MEMBERS, SUBCOMMITTEE ON SURFACE TRANSPORTATION

TESTIMONY FOR THE NATIONAL HIGHWAY SYSTEM
BRISTOL STREET WIDENING PROJECT

PRESENTED BY:

MAYOR PRO TEM MIGUEL PULIDO
CITY OF SANTA ANA
20 Civic Center Plaza, P.O. Box 1988
Santa Ana, CA 92702
(714)647-6900

Thank you for this opportunity to address the Subcommittee on the benefits of the Bristol Street Widening Project in Santa Ana, California. In addition to the proposal our City submitted in January, I would like to highlight the following points which underscore the merit of our proposal.

Santa Ana is the County seat for Orange County. It is the 52nd largest city in the United States with a population of 310,000. Our demographics reflect a highly diverse community with over 65% of hispanic descent. Among the 100 largest cities in the United States, Santa Ana has the youngest population with a median age of 26.1 years.

The City is requesting \$11.7 million for construction on the McFadden - Edinger segment. The segment improvement will decrease traffic congestion and increase traffic capacity.

The project is ready to commence with all EIS/EIR work completed and is certified and designed. The City of Santa Ana has already contributed over \$20 million for the design and right-away acquisition for the segment.

The project was authorized under ISTEA and is part of the State Transportation Improvement Plan (STIP).

The complete project will relieve congestion on the infamous "orange crush" freeway exchange. It will serve as an alternate north/south corridor for this portion of the Orange County region.

The project has the complete support of the City Council, business and residential community, and all local, state, and federal elected officials.

We recognize the myriad of projects under review by your Committee. I am hopeful that the investment criteria we addressed in our proposal emphasizes the credibility of the project and will encourage you to include it for federal funding in the National Highway System Bill.

Sincerely,



*Miguel Pulido
Mayor Pro Tem*

ma

TESTIMONY OF CONGRESSMAN JIM RAMSTAD ON
THE HIGHWAY 212 PROJECT IN MINNESOTA
BEFORE THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

March 10, 1994

Good morning Mr. Chairman, Mr. Petri and members of the subcommittee. I very much appreciate the opportunity to testify today on the Highway 212 Project which runs through Minnesota's second and third congressional districts.

U.S. Highway 212 is a major farm-to-market arterial highway linking agricultural southwestern Minnesota with the Minneapolis-St. Paul metropolitan area. Within the metropolitan area, 212 is a major commuter highway for persons living or working in the rapidly developing southwestern suburbs.

Highway 212 has been identified for inclusion in the proposed National Highway System (NHS) by the Minnesota Department of Transportation (MNDOT) and has been authorized to receive federal demonstration project funds in the past.

Improvements to Highway 212 have been planned for at least 40 years and several studies, commissions and task forces have recommended that these improvements be undertaken.

Today, the cities along the highway are unified in their strong support of the Highway 212 Project. They have contributed funds to conduct an environmental impact statement (EIS), which was completed in 1993. They have agreed on the highway alignment and adopted an official map protecting the right-of-way from development. And they have already acquired substantial portions of the right-of-way in several communities.

Existing Highway 212 consists of a two-lane roadway with small portions of four-lane highway located in the southwest metropolitan area. The eastern terminus of this "Southwest Corridor" is Interstate 494.

The proposed new Highway 212 is located primarily in rapidly growing suburbs that are experiencing traffic levels that already exceed capacity and are projected to grow even worse.

During the 1980's, the population of the Southwest Corridor's three largest cities grew from 27,000 to 62,400 -- an increase of 130 percent. This population growth was also accompanied by 132 percent growth in the area's non-farm employment.

The Metropolitan Council, which is the metropolitan planning organization (MPO) under the Intermodal Surface Transportation Act (ISTEA), projects that population and job growth in these three cities will continue at above average levels until at least the year 2010.

It is crucial that we respond to these trends and reduce the heavy burden placed on the existing highway before it is too late. The Highway 212 Project, for which a \$12 million authorization of demonstration project funding is requested, is composed of the following:

- It consists of 18 miles of new roadway construction that is estimated to cost \$110 million.
- It is scheduled, as part of Minnesota's transportation improvement plan, to be constructed in four segments beginning in 1997.
- It is designed for intermodal use and includes a major transit hub -- an important component since the Southwest Metro Transit Commission reported a ridership increase of 242,000 people from 1986 to 1993.
- It is designed to incorporate Intelligent Vehicle Highway System (IVHS) technology.
- And as a proposed four-lane to six-lane limited access expressway, it could incorporate new toll collection technology as part of a public-private financing partnership.

To emphasize that last point, Minnesota is well known for its public-private partnerships. Since 1988, the Southwest Corridor Transportation Coalition (SWCTC), a non-profit corporation of businesses and local governments, has been instrumental in the progress of the Highway 212 Project.

The Coalition contributed more than a quarter of a million dollars for the widening of a related highway. It also contributed \$150,000 to fund the Highway 212 Project's environmental impact statement (EIS). And it has initiated discussions with the Minnesota Department of Transportation (MNDOT) and private toll road companies regarding the possible implementation of toll road financing for Highway 212.

In conclusion, I believe the Highway 212 Project will provide several important benefits when completed that makes it worthy of your strong consideration:

- First, it will improve the essential connection between southwestern Minnesota and the entire Minneapolis-St. Paul metropolitan area.
- Second, it will reduce congestion, conserve energy and improve travel time.
- Third, it will provide a safer roadway. Currently, the accident rate on Highway 212 is three times higher than the state average for comparable roadways.
- And fourth, it will enhance business and industry activities. A study by the Minnesota Department of Trade and Economic Development estimates that a new Highway 212 will create as many as 1,500 new jobs.

Again, thank you for allowing me to testify before you today. I would be very happy to answer any questions you might have.

a presentation to

**Congressman Nick Rahall, Chairman
The House Subcommittee on Surface
Transportation**

Justifying additional funding for the Engineering and Design of I-69 from Indianapolis to Evansville, Ind., and including the Indianapolis to Evansville extension of I-69 in the National Highway System as a priority project.

Dr. David Reed
Marian College
P.O. Box 2772
Indianapolis, IN. 46206

March 10, 1994

A Presentation to the House Subcommittee on Surface Transportation

Congressman Nick Rahall, Chairman
Rayburn Office Building
B-376

Subject: Indianapolis, Ind. to Evansville, Ind. Extension of I-69

Presenter: Dr. David Reed, Marian College

March 10, 1994

Although I am an economist, my testimony today will not emphasize forecasts of jobs or income to be gained by the construction of the Interstate 69 corridor between Indianapolis and Evansville. Indeed, it is precisely because I am an economist that I put relatively little stock in the modeling and estimating procedures that produce these forecasts. I know well how these exercises can be manipulated to produce widely varying outcomes by making subtle changes to the methodologies or assumptions used to produce them. So, while they are sometimes useful as a way of illustrating an issue and framing it for discussion, the numerical estimates they produce are rarely reliable as a guide to decision-making. Unfortunately, many in my profession choose to perpetuate the myth that we really can quantify the future, when all we are doing is sharing an informed guess. And, all too often, we are believed by those who must make complex decisions and feel comforted by the precise quantification we supply, no matter how shaky the base on which it stands.

Rather than provide you with my interpretation of one more set of numbers that may or may not be a reasonable representation of an unknown and unknowable future, I am going to share with you my reasons for believing that the investment you are being asked to support has importance for the people of southwestern Indiana that belies the attempts to forecast its benefits. I am going to ask you to make a decision to support the road based on your own intuition and experience, your own knowledge of how an infrastructure investment like this can transform an area and your own commitment to the nation's overall economic vitality and the survival of its rural communities.

Before I do that, however, I would like to digress for just a moment. Some members of the committee, wise to the ways that information can be manipulated, might take my dismissal of model-based forecasts to mean that this project cannot survive such analysis. Actually, nothing could be farther from the truth. I will use results from the most widely accepted study of the costs and benefits of the project to help illustrate this--and to point out the pitfalls of using such information without subjecting it to stringent scrutiny.

The report to which I am referring is one written in 1989 under the aegis of the Indiana Department of Transportation and the Federal Highway Administration. This report, *The Economic Impacts of Highway Improvements in Southwestern Indiana*, was done by Cambridge Systematics (CS), a firm that has been well-recognized for its work in regional economic analysis. The econometric model and other elements of the CS methodology, as described in the report, seem perfectly reasonable. The bottom line of their analysis was that the construction of Interstate 69 between Indianapolis and Evansville would have a benefit/cost ratio of 1.53 to 1 using what they regarded as optimistic assumptions, and 1.27 to 1 using their preferred assumption set. Based on their analysis, Cambridge recommended against construction of the road, based primarily on the magnitude of the benefit/cost ratio.

My own sense is that their optimistic assumptions are much closer to reality than the other set, but we cannot get into that discussion here. Instead, let me decompose the benefit/cost ratio into its component parts to illustrate a problem typical to this kind of analysis.

Cambridge calculated a total benefit for the project of \$917 million using the discounted net present value (NPV) technique and applying a discount rate of 5 percent. They calculated the NPV of the construction costs as \$597 million. In contrast, the non-discounted value of the benefits from this project were estimated by CS to be \$2.898 billion. While Cambridge did not provide any information on the assumed timing of benefit flows, the only way that benefits of this magnitude could shrink by two-thirds over the period in question is if all, or virtually all of the benefits were assumed to occur in the last two or three years of the project.

This apparent assumption about the timing of benefit flows is at best unrealistic, especially since many of the advantages that will come from construction of the road, such as reduced travel times and fewer accident losses will begin immediately upon its completion. Other benefits resulting from investment and job creation will take somewhat longer to reach full projected levels, but some of the expected growth will begin to occur soon after the road is

completed. A more reasonable assumption, indeed virtually any other assumption, about the timing of benefit flows would certainly escalate the range of benefit/cost ratios considerably.

Other choices about methodology also colored the Cambridge Systematics analysis to a significant degree. A number of these were pointed out in a brief prepared by Quantum Research Corporation in response to the CS report. Among the issues raised in the brief were:

- ☐ Exclusion of the economic benefits from road construction itself;
- ☐ Limitation of the benefits considered in the study to those that will occur in Indiana. Given the location of the proposed route, this artificial exclusion of benefits that will accrue in Illinois and Kentucky is a particularly serious flaw, especially in light of the requirement that Congress has to consider the project in the context of national needs and priorities;
- ☐ Use of a twenty-year time horizon in calculating benefits from a project that has a considerably longer useful life;
- ☐ Use of a methodology for projecting employment increases that demonstrated a limited knowledge of the dynamics of the local economy.

Each of the problems identified in the Quantum Research brief, and others that have since been recognized, all had the same effect--depressing the estimates of benefits and the resulting benefit/cost ratios. Had even a few of these issues been handled differently, so that there was some offset of positive and negative treatments, the "realistic" benefit/cost ratio easily could have exceeded 2 to 1. An assessment based on a methodology that employed consistently optimistic approaches could have produced a ratio considerably higher even than that. In words taken from the Cambridge report in recommending against the project based on the benefit/cost ratio of 1.27 that they derived from their "realistic" assumption set, "in other states...projects with benefit/cost ratios in excess of 1.5 have been given priority funding."

The CS report represents a competent effort by a recognized consulting firm, and it is not my intent to attempt to discredit it. The resources, knowledge and effort expended to produce this document were considerable, and the information and conclusions they produced were significant and useful. In raising these issues, I am merely attempting to demonstrate to those of you who must ultimately make decisions on this issue that the numbers in this report are only one representation of a possible future, and one that was produced using methods and assumptions that were consistently restrictive and pessimistic. Nonetheless, the Cambridge

analysis produced results that were close to or exceeded their own funding priority criterion. Many other possible outcomes are equally credible, and virtually all of them would give estimated benefit/cost ratios that far exceeded any reasonable decision standard.

Where does that leave us? It certainly does not leave us with a project that does not stand up to scrutiny in terms of quantitative analysis. Quite the contrary. When the best available projection consistently underestimates the benefits and still produces the results found in the CS study, then in my professional opinion, we have a project that begs to be built.

If I may, I would like to end my digression into the inevitable topic of forecasts and benefit/cost ratios with a recommendation and a plea. I noted earlier that the limitations of the quantitative techniques used in this type of analysis do not nullify their usefulness completely. I believe that an effort similar to the Cambridge Systematics study, but designed to overcome its limitations, should be undertaken. The emphasis of such a study should be to produce estimates based on a number of alternative assumption sets to see how the expected results change as economic factors and technical treatments vary. This kind of exercise, known as a sensitivity analysis, yields a range of outcomes that is likely to be much more useful for decision-makers than single point forecasts of the kind generated by CS. I recommend that the original sponsors of the Cambridge research or other interested parties initiate such a project. I then plead with them and with you to avoid getting too caught up in the new numbers such an initiative would produce, the old numbers, or any set of numbers.

The sophistication of the mathematics, the complexity of the computer simulation techniques and the extensiveness of the information-gathering that go into producing these estimates lend them credence that they often do not deserve. Only two things are really certain about any economic forecast. The first is that it is wrong. The second is that we cannot know the size or even the direction of the error. The best we can hope for is that knowledgeable, experienced policy-makers use the quantitative estimates that these studies produce as one factor in the complex equation that produces a good policy decision, giving them no less consideration than is their due--and no more.

My principal reason for being here, of course, is not to critique the research of others or to discuss the shortcomings of economic forecasting, but rather to share with you my own experiences and judgments. My focus will be narrow. I want to discuss the need for completing I-69 between Indianapolis and Evansville based on its importance for the rural areas of southwestern Indiana. Some who will testify before this committee will speak about its

significance to metropolitan areas such as Evansville. Others may even address what the completion of the entire Corridor 18 project will mean to the country at-large. Those issues are important, and must be factored into your judgments. Indeed, the largest proportion of the benefits from this investment are likely to occur in metropolitan areas. But the highway is not a life or death issue for these communities. For the rural areas and small towns in southwestern Indiana, it may be just that important.

I will not attempt to disguise my position behind a cover of academic obfuscation. I believe strongly that the entire Corridor 18 road should be built, and I have taken this position publicly, both verbally and in print. However, I also believe that the interstate link between Indianapolis and Evansville is crucial to the future of an entire region of southwestern Indiana, and that it should be built irrespective of any decision made about the larger project.

My judgment about the need to complete I-69 in Indiana is based not on any estimates of the costs and benefits of constructing it, but rather on my experiences and observations doing firsthand research in the area. From 1984 through 1990 I was employed as a Senior Research Fellow and Director of Economic Development Studies at the Hudson Institute. One of the issues I examined in some depth during my years with Hudson was the question of whether rural America as we know it was likely to survive in the future.

Among the studies we conducted to explore this question was a detailed, two year analysis of the future of rural southern Indiana.¹ This area was chosen because it was highly representative of much of the rest of rural America, with respect to population demographics, economic base, terrain, natural resources and other factors. We believed that what we learned about public policy choices appropriate for this region would have broad application in other rural areas. For almost two years, I and others from the Institute regularly traveled throughout the southern half of Indiana, familiarizing ourselves with the region.

The focus of our work was the public policy choices that could make a difference for the long-term health and growth of rural areas. This concern for the future led us to discount many issues of significance because we believed them to be more pertinent to the near term. Among the issues we examined in detail were universal access to advanced telecommunications in rural areas, alternative models for local schools, retention and development of the workforce and similar matters. Try as we might to ignore the more routine issues, one of them would not go

¹David A. Reed et al., *The Future of Southern Rural Indiana: Paradigms and Prospects for Rural Development*, (Indianapolis: The Hudson Institute) 1991.

away. That issue, of course, was the one we are discussing here today: the construction of an Interstate highway link between Indianapolis and Evansville through rural southwestern Indiana.

To understand why this was true, it is necessary to understand some background issues. In Hudson's seminal book *Workforce 2000*, the authors identified major economic and demographic trends that would affect growth and development in the United States for decades. Foremost among those trends was a rapid and severe decline in the number and quality of new workers expected to enter the employment market during the late 1980s and 1990s. This was a sharp contrast to the effective labor surpluses created throughout the 1970s as the baby boom generation matured. One significant effect of the decline in the number of new workers was that the need for adequately trained employees in adequate numbers would drive many economic decisions.

In our work on rural issues, we took this concept one step farther. We postulated that the impending shortage of skilled workers, which was expected to be particularly acute in urban areas, would cause employers to be increasingly aggressive about seeking labor services in rural areas. We believed that rural locations where labor markets were relatively slack and other costs of doing business were low would grow increasingly attractive to firms in industries ranging from manufacturing to financial services. Of course, another necessary factor was that a rural location had adequate infrastructure to support the firm and allow it to interact efficiently with both suppliers and customers. In some cases this meant transportation systems, while for an increasing number it meant telecommunications services. We expected significant economic growth areas that were prepared to support it, as firms that were not required for business reasons to be in urban areas invested in new locations in outlying areas to take advantage of the availability of rural workers.

In contrast, we anticipated that other rural areas that could not sustain new business development would suffer stagnation and a widening of the economic gap that separated them from other regions. In turn, this would lead to losses of population, especially among the young and well-educated. Those who had useful employment skills would leave, drawn by the economic opportunities available elsewhere, including other rural communities that were benefiting from labor market trends. Those who were left behind would be those with few skills and few options. Such areas would be hard pressed even to maintain the economic and social integrity of the community as the population dropped below the critical mass needed to support government operations, health care, commercial enterprises and other services at desired levels.

That was the theory, but even those of us who proposed it were surprised by how quickly we found convincing evidence to support it in our southern Indiana study area. A major Interstate corridor runs through the southeastern portion of the state from Indianapolis to Louisville, Kentucky. In the late 1980s and the 1990s that route has served as a nexus for economic growth that has been rather remarkable, especially in the context of state and regional economies that were just beginning to recover from almost a decade of hard blows. There is a very similar area in the southwestern part of the state between Indianapolis and Evansville. This region has shown little economic vitality. Indeed, some parts of the area appear to be showing signs of stagnation or decline. This area also contains an Interstate corridor, *but the road has never been built.*

As one drives along the route of I-65 in southeastern Indiana one can see from the road an amazing assemblage of new development. In Bartholomew County near Columbus, Indiana, new manufacturing plants line either side of the road. They represent investments by American, German and Japanese companies and others. These plants manufacture auto parts, consumer electronics, farm equipment and a variety of other products. Ten miles from Columbus, at the next interchange north, is a new development that represents the latest trend in retailing, a factory outlet mall. The mall has over 75 stores and regularly draws customers from Ohio, Illinois and Kentucky, as well as Indiana. Twenty miles south of Columbus, at the exit for U.S. Highway 50 in Jackson County near Seymour, is a newly built Wal-Mart distribution center that covers several acres and offers employment to hundreds of people who come from communities all along the Interstate.

These are just a few examples of the kind of economic development this region has enjoyed recently. I cite these examples for two reasons. First, they are all visible from the Interstate. Second, it would not have been possible to locate any of them where they are if the highway had not been built.

In the process of our research we interviewed officials of a number of the companies that had recently completed new facilities along I-65 in rural southeastern Indiana. Those with whom we spoke were nearly unanimous in confirming our ideas about the reasons for their decisions to invest where they did. Availability of qualified workers at reasonable wages, transportation factors and other operating costs led the list of considerations.

With one exception, each of the development projects noted has been completed since the late 1980s. There is no record of comparable development in recent years along the proposed route of I-69 in southwestern Indiana. Indeed, our research showed that the economies of the two regions have been on diverging paths for decades.

About 75 miles due west of Seymour on U.S. 50 lies the town of Washington, Indiana. Washington is the county seat of Daviess County, a rural county along the proposed path of I-69. Both towns are the population and trading centers for counties that are largely rural and agricultural in character. They are roughly comparable in size, and there are few significant differences in terms of population characteristics, natural resource endowments² or other factors that distinguish geographic areas in terms of their economic potential. Between 1970 and 1990, total employment in Jackson county grew by more than 40 percent, while employment in Daviess county increased by only about 15 percent. During the crucial period of the 1970s, when the baby boomers came into the work force with high levels of education and training, and even higher aspirations, employment in Daviess County grew by 47 jobs. In Jackson county the figure was 3,200.

While this comparison is not completely representative of the variance in employment growth and economic opportunity in the two regions over the last twenty years, a wider analysis also demonstrates major differences. Both the actual route of Interstate 65 and the proposed route of Interstate 69 run through or very near to six rural counties (see Figure 1). Over the two decades from 1970 through 1990, the rural counties along the I-65 route experienced growth in total employment of about 50 percent. The counties along the proposed route of I-69 had only about a twenty percent increase over the same period.

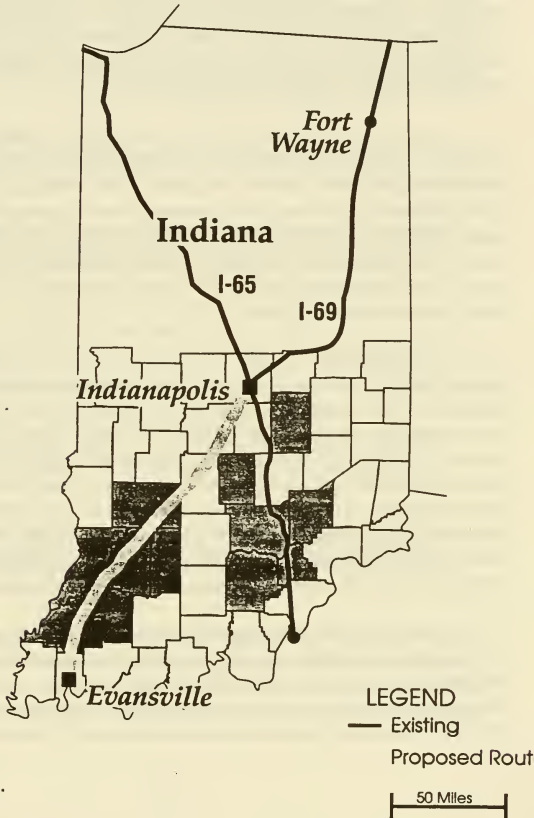
Of course, I would be the first to acknowledge that there are factors other than surface transportation access which help to determine economic outcomes that differ between the two areas, but those differences are generally not great and are far outweighed by the similarities. In no other way than their relative isolation are these regions more clearly distinguishable, and in my opinion this is the characteristic that determined overwhelmingly the differences in economic growth that we have observed.

²The large deposits of surface-mined coal in Daviess and surrounding counties give some economic edge to the Washington area in terms of natural resources, but the sulfur content of the coal in these deposits have created uncertainties for coal operators in southwestern Indiana. As a result, this resource has not lived up to its full potential as a source of economic growth.

The Mid-Continent Highway

Highway Economic Impact

Figure One



Map Prepared By
William-Lynn-James, Inc.

Another pertinent, albeit somewhat limited piece of evidence concerning the potential economic impact of improved transportation access for southwestern Indiana is the employment growth experienced in Owen County over the last twenty years. This county is located immediately north of the group of counties included as being along the proposed route of I-69. If anything, its geographic proximity and other similarities to the I-69 counties are even more marked than are those of the southeastern group of counties. Yet, despite these parallels, Owen County showed more than three times the rate of job growth than the average of the counties to its south during the 1970s and '80s. The principal distinction, once again, is that Owen County has direct access to an existing Interstate highway, I-70.

Other hard data also support the conclusion that the rural southeastern counties are more dynamic and far more healthy than their southwestern counterparts. For example, real incomes in the former group grew by more than forty percent over two decades, more than twice as fast as those in the latter. As one might expect, there were substantial differences in population growth as well, with some of the biggest differences coming among age cohorts that include people in the early and middle years of their careers. These differences are very likely to have been the result of less out-migration from the I-65 counties in response to the greater economic opportunities that existed in the region.

To supplement this hard data, I could provide a great deal of other information that I gathered during my two years on the ground in southern Indiana. For example, I could recount my interview with a couple whose six children all left the region after completing college, to seek opportunities elsewhere--despite the fact that the family controlled a large agribusiness, owned a substantial interest in the local bank, and otherwise could offer their children far more potential opportunities than all but a handful of the other young people in that community. Yet, these young people were correct in their perceptions about the opportunities available to them in their hometown, and probably correct as well, in their decisions to leave. Imagine the sadness of parents who find themselves in such a situation. Imagine too, the frustration and anger of other young people who are confronted by this same reality and the same choice.

I could also note my discussion with an official of a national food processing company that has a plant in southwestern Indiana. The fresh, refrigerated products made by this company have been highly competitive in Midwestern markets. The company has been unable move into large, lucrative east coast markets because it takes almost a full day longer to get its products there than it would with a high speed northbound highway link. The extra time affects both the

quality of the products and profits, and has prevented the company from competing for business in this area. In turn, this has restricted employment growth at the plant and also has affected the economic well-being of the farmers who are the firm's suppliers.

These stories are representative of many more accounts of personal distress and corporate frustration I heard during my time in southwestern Indiana, each relating in some way to the economic stagnation of the region. The hard data presented earlier--and a great deal more that time has kept me from mentioning--combined with the plethora of anecdotal information I gathered, led me inevitably to include in my research report on rural southern Indiana an issue I had never intended to broach, the completion of Interstate 69.

The conclusion that I reached four years ago concerning the need to build this road is one I continue to affirm today:

Despite our emphasis on new issues and ideas, one issue concerning traditional infrastructure is too important to bypass in this discussion. Simply put, we believe that a high speed highway must be built linking Vanderburgh and Marion counties.

In contrast to the rest of southern Indiana, little has been done to reduce the physical isolation of the rural areas of southwest Indiana. No part of the state is less well served by the highway system, and no area of the state is farther removed from the mainstream of economic development than the rural counties that extend on a diagonal between Marion and Vanderburgh.

...it should be clear from even the most cursory study of maps of the existing system that the Marion-Vanderburgh link is the most obvious gap in term of creating a highway network that contributes to the full economic and social integration of the state....

It is our judgment that an interstate highway is vital for the long-term growth and economic success of the southwest Indiana corridor, and that it will return benefits to the state and to the region that go beyond any existing estimates, as has been the case with the other components of (the Interstate) system.³

During these hearings you may hear from others about how the isolation afforded by poor surface transportation in southwestern Indiana has helped to preserve the region's slow, uncomplicated rural lifestyle, a lifestyle that has been romanticized somehow to hearken back to a kind of Jeffersonian concept of the freeholder on his land. They may suggest that the creation

³Reed, p.100-6

of new jobs is not very important to those who can be self-sustaining on the land, and that the value of preserving this rural lifestyle may transcend practical concerns about economic growth and development.

My research on rural issues suggests that nothing could be further from the truth. Few people who live on the land are self-sufficient. Most small farmers today must have off-farm jobs to survive. Those that cannot find supplemental employment must almost always leave the land, usually selling out to larger operators. When these small farmers leave the land, they often leave the community as well. If they do not, their children are almost certain to do so when they are able. The situation that confronts the residents of rural towns is essentially the same. Lack of economic opportunity is a cancer that is slowly eating away at many rural areas. It causes the best and brightest young people to leave. It sometimes forces their parents out as well. Declining populations cannot sustain the businesses, services and amenities that are necessary in a community. This results in further shrinkage of employment and population in a downward spiral that is very difficult to stop once it has begun.

Much of rural southwestern Indiana shows strong evidence of long term economic stagnation, perhaps one setback away from such a downward spiral. By helping the people of rural southwestern Indiana enter the nation's economic mainstream, you will be sustaining them, preserving the lifestyle that is of value to them and of significance to our entire society and maintaining the viability of their communities. If, instead, you continue to enforce their isolation, you will be condemning them and their children to one of two choices: remaining in a life of economic deprivation and duress, or going in search of greater opportunity elsewhere.

I began this discussion of rural development issues and my research in southern Indiana by postulating that labor market dynamics would play an increasing role in the future of rural areas. I indicated that appropriate rural locations will become increasingly attractive for firms that experience the effects of tight urban labor markets and have the flexibility to move their operations elsewhere. Alternatively, I suggested that the need for workers will cause firms to search more widely for qualified workers and offer them better conditions of employment. Rural areas that can sustain development will benefit significantly from the first phenomenon. Those that cannot will find themselves on the wrong side of an economic gap that is likely to widen more rapidly than ever before. This can only serve to hasten their eventual decline.

In my judgment, the I-65 corridor of southeastern Indiana is an example of a region that is well-placed to benefit from these eventualities. In contrast, rural southwestern Indiana, where the work force has similar capacity to meet the needs of potential employers, is likely to experience only the adverse effects of these labor market trends.

Major public investments are almost always made in the absence of complete and totally reliable analytical information. Often, as with the initial commitment to build the Interstate highway system in the 1950s, they are made on the basis of faith in a concept and skillful judgments by policy makers. The full effects of this system, the largest single public works system in the history of the world, have certainly exceeded any estimate made before the fact.

As I noted earlier, the estimates of the economic impact of completing the Interstate highway between Indianapolis and Evansville are certainly neither complete nor totally reliable. I urged that some additional work be done that will not suffer from the same limitations as previous analyses in order to establish a more credible range of possible outcomes for this project and ease some concerns about its economic viability. However, it would be a mistake to delay action on this project awaiting completion of another such forecast. I believe that comparisons of historical information, an understanding of the current dynamics of rural development and an examination of prevailing conditions in rural southwestern Indiana combine to make a convincing case for the completion of Interstate 69 between Indianapolis and Evansville. I hope the committee will agree, and that it will act accordingly.

The Mid-Continent Highway (I-69)

A Mississippi Proposal

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THE MID-CONTINENT HIGHWAY (I-69)
A MISSISSIPPI PROPOSAL

HISTORICAL OVERVIEW

Over the past few years, considerable discussion has occurred regarding the development of a new highway system that would provide a relatively direct, overland transportation route from Canada, through the heartland of the United States, to Mexico. While not entirely part of the existing interstate system, this new Mid-Continent Highway is generally referred to as the "I-69 Corridor." The proposed corridor would originate in Montreal, pass through Ottawa and Toronto, and enter the United States at Port Huron, Michigan. From Port Huron to Indianapolis, Indiana, the Corridor follows Interstate 69, which is presently complete. From Indianapolis, the Corridor would run southwest and through the states of Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana, and Texas, to the Mexican border.

While the Interstate and National Defense Highway System, as authorized in 1956, is essentially complete, the United States Congress has authorized the study and development of National High Priority Corridors. These are to be limited-access highways, designed and built to interstate highway standards, which will supplant the existing interstate system.

The Federal Intermodal Surface Transportation Efficiency Act of 1991, Section 1105(c), extended the route of the Mid-Continent Highway, or I-69, from Indianapolis to Memphis, Tennessee, as one of the National High Priority Corridors.

In October 1992, the 1993 U.S. Department of Transportation Appropriations Act, P.L. 102-388, Section 351, amended Section 1105(c)(18) to extend this National High Priority Corridor to Houston, Texas. This subsection now reads as follows:

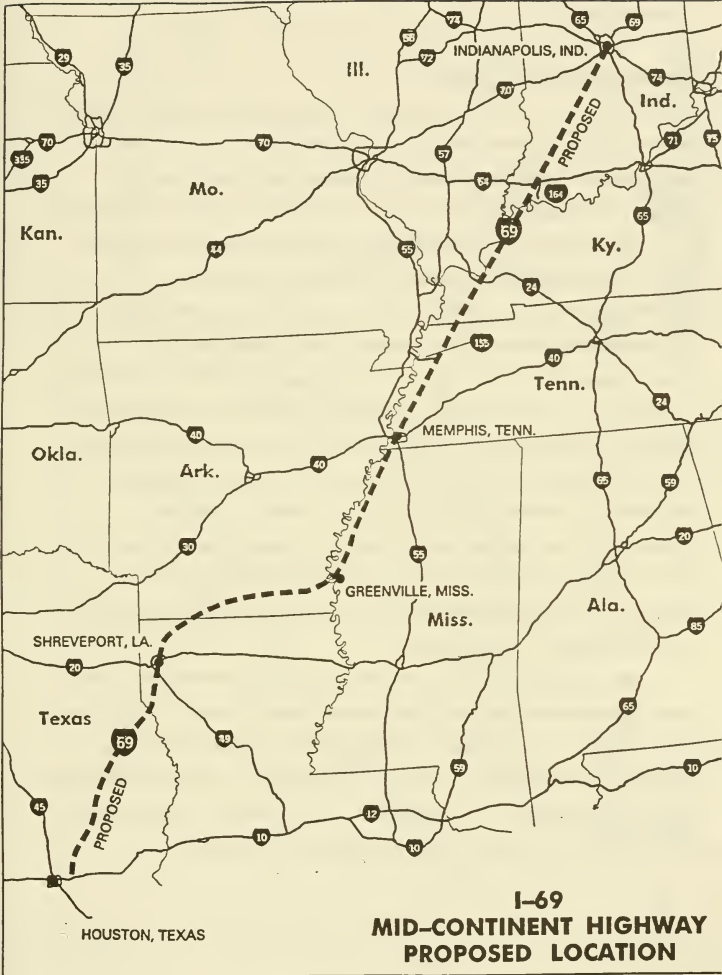
(18) Corridor from Indianapolis, Indiana, through Evansville, Indiana, Memphis, Tennessee, Shreveport-Bossier City, Louisiana, to Houston, Texas. (See Map 1.)

Combined with the designation in Section 1105(c)(20) of a National High Priority Corridor from Laredo (Texas) to Houston, a corridor is now designated from the present terminus of Interstate 69 at Indianapolis to the Mexican Border.

On November 10, 1992, a conference was held in Memphis attended by mayors, county officials, state legislators, businessmen and industrial developers. As a result of this meeting, the representatives of Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana, and Texas formed the Mid-Continent Association (I-69), Inc., which will represent the interest of the seven states through which the Mid-Continent Highway Corridor passes. The State of Michigan, in which I-69 is already complete, has joined to support the expedited completion of the entire Corridor.

While key communities have been designated along the route from Indianapolis to Houston, no definitive route has been designated between Memphis and the Shreveport/Bossier City area. The center of discussion has now shifted to this important question. One of the more promising proposals advanced to date

MAP 1



has been the idea of routing I-69 through the Delta Region of Mississippi.

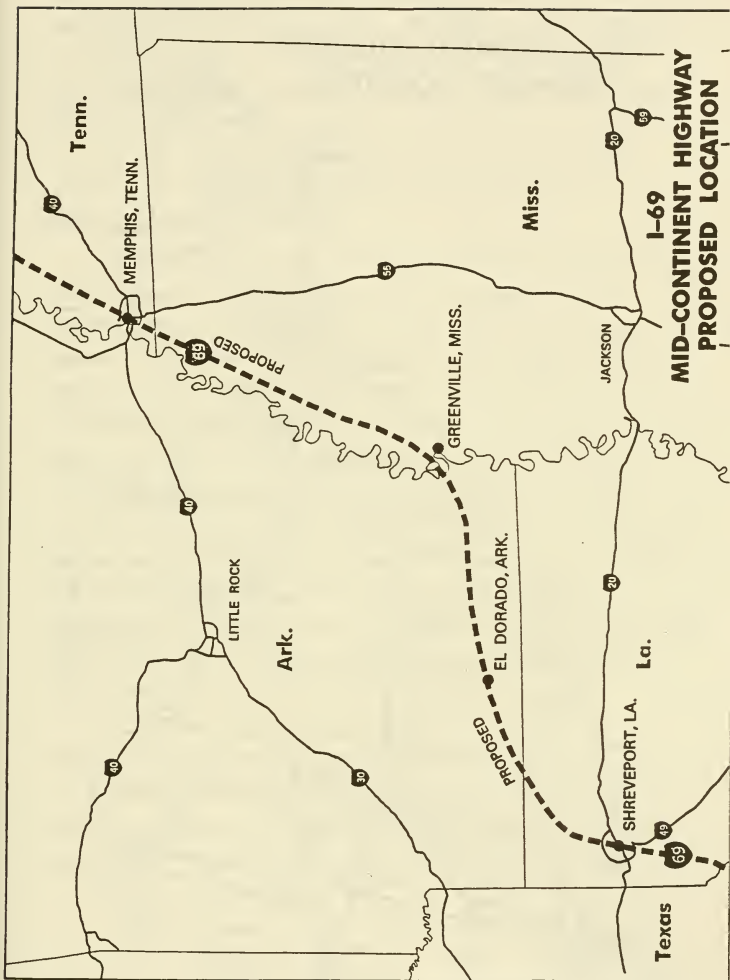
PROPOSED MISSISSIPPI ROUTE

While a variety of alternate routes between Memphis and Shreveport have been and will be recommended, a route that would pass through the Delta Region in Mississippi has several compelling arguments which would support that route over others.

For purposes of clarity, the proposed Delta route would cross the Mississippi-Tennessee border at an, as yet, undetermined point south or east of Memphis and move in a southwesterly direction to connect with the existing U.S. Highway 61. (See Map 2.) The proposed route would continue south and exit Mississippi by a bridge across the Mississippi River at Greenville. This route would directly traverse DeSoto, Tunica, Coahoma, Bolivar, and Washington counties and would represent approximately 143 miles of roadway. Leaving Greenville, the roadway would continue across the Mississippi River through the Delta Region of southeast Arkansas to El Dorado. The roadway would then continue to Shreveport/Bossier City, Louisiana. (See Map 3.)

The Mississippi route has four distinct advantages: The route represents few additional miles over a straight line route from Memphis to Shreveport. The route is already partially planned and developed. Next year, the State of Mississippi will begin to four-lane U.S. Highway 61. With modest modifications, this existing highway can be redesigned and upgraded to

MAP 2



appropriate interstate highway standards at a fraction of what a completely new roadway would cost. The route through Greenville, the principal city in the Mississippi Delta with a population of nearly 50,000, would correct the historic omission of this city from the original interstate system. Greenville, which is over 60 miles from the nearest interstate, is one of the largest cities in the nation which is completely isolated from an existing interstate system.

Plans exist, as well, to build a new bridge at Greenville. Funds have already been appropriated by Congress to fund a feasibility study for a new four-lane bridge at Greenville to replace the present 52-year-old span. Designing this bridge to interstate standards would not cost appreciably more than the current plans. This bridge is to be re-built anyway, and the Greenville crossing is the most appropriate point--from an environmental standpoint--to span the Mississippi River.

The construction of this roadway through the Delta Region in Mississippi would have a very positive socioeconomic impact on what is generally regarded as one of the most economically depressed regions in the nation. A more complete analysis of the benefit projected to be produced by this project is outlined in the following sections.

ECONOMIC CONDITIONS IN THE MISSISSIPPI DELTA REGION

To understand the current economic condition of the Delta Region of Mississippi and why the location of the Mid-Continent Highway Corridor through this region would be so beneficial, a

review of how that part of Mississippi developed economically would be in order. As outlined in a major work on the condition of the South, Shadows in the Sunbelt, the Southern strategy for economic development over the past 30 years has been simple: recruit new industry. Over the years, industrial recruiters achieved great success, as thousands of new plants located in the region. Between 1959 and 1977, manufacturing employment in the rural South grew by almost 75 percent.

In recent years, however, competition for new industry has grown increasingly fierce, especially in the rural South, while layoffs and plant closings have become commonplace. Mississippi, like other states in the South, initially profited by this influx of new business. However, the type of industry locating in Mississippi in those years relied heavily on the mass production of standard goods that took advantage of the low costs, especially wages, offered in the state. The products produced were low value-added and did not require sophisticated machinery or highly skilled labor to produce. However, in the 1980s and 1990s, it became apparent that this strategy would no longer work. Because of international competition, the South, including Mississippi, is in a competitive limbo--its prevailing wage rates are too high to compete with the developing world.

While advantages such as abundant natural resources, inexpensive energy, and nationally competitive wage rates are predicted to help the region grow at a faster rate than the United States as a whole in the 1990s, it is the major metropolitan areas--not moderate-sized cities and rural

communities--that will be the principal beneficiaries of this growth.

Further, as noted in Shadows in the Sunbelt, equally negative for the rural South are the trends in transportation:

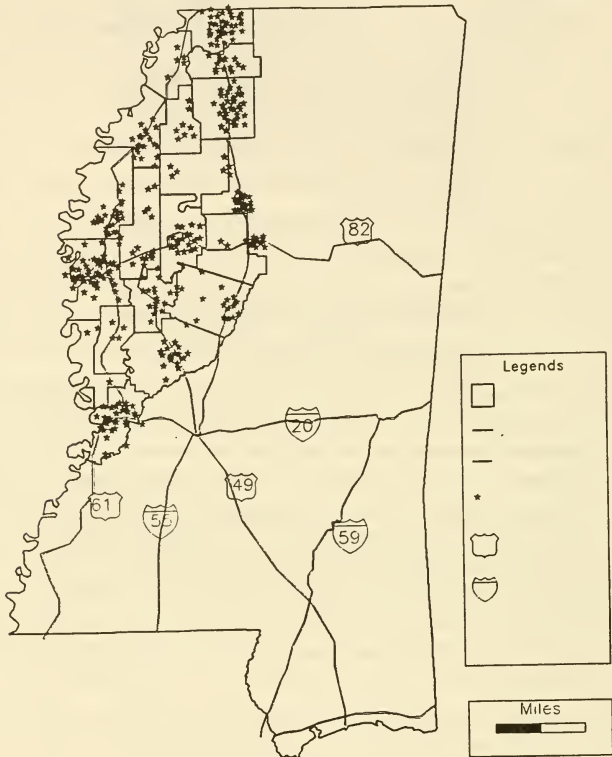
Budget constraints at all levels of governments have limited funding for road repair and maintenance, leaving rural roads and bridges in poor condition and continuing to deteriorate. This discourages investment in rural areas and adds to the burden of beleaguered farmers moving perishable goods to market. Only 33 percent of all rural roads in the South are rated in good condition compared to 73 percent of Southern interstate highways.

One top industrial recruiter described the general preference for urban versus rural locations this way:

There's not a whole lot of magic in it. Would you locate a multimillion dollar plant on a two-lane highway so that when one bridge is out, or a log truck is ahead of your truck, your whole plant is left waiting for materials? The transportation requirement is critical, almost primary.....

An analysis of where existing manufacturers have located in Northwest Mississippi is graphically demonstrated in Map 4. The highest concentrations of manufacturing facilities can be found overwhelmingly along Interstate 55, which bypasses the Delta Region to the east. Smaller concentrations of industry do occur in the medium-sized cities of Greenville, Cleveland, Clarksdale, and Greenwood. Development of this kind remains very weak within the rural parts of these counties. Local economic developers confirm that their recruiting efforts for the Delta are hampered by inaccessibility of these areas to a quality transportation source.

Mississippi Manufacturers Located in the Delta



As a primarily agricultural area, the Delta Region historically recruited fewer manufacturing facilities than other areas of Mississippi and the non-metropolitan South. As agriculture has increasingly become more mechanized, more and more jobs have been eliminated--producing both population and chronic socioeconomic decline. The following section will describe the result of this economic policy.

COMMUNITY ANALYSIS

More significant than potential cost savings, an in-depth analysis of the demographic make-up of the counties that would be impacted by this project indicates a compelling need for a major infrastructure project of this nature.

The Mississippi Delta, by almost every criteria that can be used to measure the vitality and economic strength of an area, has been for many years a region in great need. Criteria such as the percentage of residents in the region living in poverty status, inadequate medical care, inadequate public infrastructure, lower per capita incomes, and substandard housing prevent this area--lying in the heartland of our country--from taking advantage of the opportunities enjoyed by the rest of the nation.

The portion of the Delta region within Mississippi represents both the tragedy of this reality and the hope that things can and should change for the better. The following information represents a snapshot of this part of Mississippi utilizing basic demographic criteria. Information has been

compiled, not only on the specific five counties through which the proposed route for I-69 would travel, but also for an additional nine nearby counties that would receive a positive benefit from the location of the roadway. Collectively, these counties include DeSoto, Tunica, Coahoma, Bolivar, and Washington (counties in the direct route) and Tate, Panola, Quitman, Tallahatchie, Leflore, Sunflower, Humphreys, Sharkey, and Issaquena (impact counties).

Population

Population within the 14-county study area decreased 11.5 percent during the 30-year period between 1960 and 1990. Actual population declined from 436,339 in 1960 to 385,994 in 1990. Only three counties--DeSoto, Tate, and Panola--experienced population increases during the period. These counties are located outside the classic Delta Region. The largest population increase was by DeSoto County, which is part of the Memphis Metropolitan Statistical Area. Over the 30-year period, DeSoto County's population grew from 23,891 to 67,910 (284%). Tate and Panola counties had increases of 18.2 percent and 4.2 percent, respectively. Each of these counties--DeSoto, Tate, and Panola--are served by Interstate 55 on its route from Memphis to Jackson and New Orleans. Of counties losing population, Tunica and Quitman lost more than half (50%) of their population, and Issaquena County declined almost 47 percent. Every county without interstate highway access sustained a loss in population over the 30-year period from 1960 to 1990. If DeSoto County is

excluded from the study area, population among the remaining 13 counties declined 23 percent. In 1960, the 14-county Delta area contained 20 percent of the state's population; by 1990, it had declined to 15 percent. Between 1960 and 1990, Mississippi grew from 2,178,141 to 2,573,216 (18.1%). (See Table 1.)

Per Capita Income

Per capita income within the 14-county study area averaged \$12,352 in 1990, or 90 percent of the Mississippi average of \$13,343, and 66 percent of the U.S. average of \$18,696. County averages ranged from lows of \$10,535 and \$10,591 in Quitman and Issaquena counties, respectively, to a high of \$16,170 in DeSoto County. If DeSoto County is excluded, the remaining 13 counties achieved only 82 percent of the state's average per capita income in 1970 and 1980 and only 90 percent in 1990. Sadly, much of the income in this region represents federal government transfer payments, aid to dependent children, social security, and various government support programs for agriculture and depressed areas. If the state's 82 counties are ranked according to per capita income for 1990, Quitman and Tunica counties were 60th and 59th in Mississippi, respectively, while metropolitan DeSoto County was second. The entire 14 counties had 66 percent, or two-thirds, of the per capita income average of \$18,696 for the U.S. in 1990. In 1970 and 1980, the area had 53 percent and 61 percent, respectively, of the U.S. average per capita incomes. (See Table 2.)

Table 1
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION
POPULATION

County	1990	1980	1960	Percentage Change 1960-1990
Bolivar	41,875	45,965	54,464	-23.1
Coahoma	31,665	36,918	46,212	-31.5
DeSoto	67,910	53,930	23,891	284.0
Humphreys	12,134	13,951	19,093	-36.4
Issaquena	1,909	2,513	3,576	-46.6
Leflore	37,341	41,525	47,142	-20.8
Panola	29,996	28,164	28,791	4.2
Quitman	10,490	12,636	21,019	-50.1
Sharkey	7,066	7,964	10,738	-34.1
Sunflower	32,867	34,844	45,730	-28.1
Tallatchie	15,210	17,157	24,081	-28.8
Tate	21,432	20,119	18,138	18.2
Tunica	8,164	9,652	16,826	-51.5
Washington	67,935	72,344	76,638	-11.4
Totals	385,994	397,682	436,339	-11.5

Totals without DeSoto County	318,084	343,752	412,448	-22.9
MISSISSIPPI	2,573,216	2,520,638	2,178,141	18.1
UNITED STATES				

14 counties as percentage of Mississippi total (1990): 15.0%.
 14 counties as percentage of Mississippi total (1980): 15.8%.
 14 counties as percentage of Mississippi total (1960): 20.0%.

SOURCE: United States Census.

Table 2
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION
PER CAPITA INCOME

County	1990	County Rank	1980	1970
Bolivar	\$11,265	49	\$5,458	\$2,102
Coahoma	12,644	19	6,034	2,080
DeSoto	16,170	2	8,104	2,844
Humphreys	14,244	8	5,244	2,190
Issaquena	11,325	44	4,825	1,726
Leflore	13,311	14	6,450	2,497
Panola	11,265	48	5,663	2,162
Quitman	10,535	60	5,527	1,895
Sharkey	12,002	29	4,863	1,836
Sunflower	12,334	25	5,476	2,160
Tallahatchie	10,591	59	5,445	1,884
Tate	13,501	12	6,930	2,432
Tunica	11,409	41	4,614	1,938
Washington	12,336	24	6,961	2,602
Average	\$12,352		\$6,042	\$2,167

Totals

without

DeSoto

County

\$12,059

\$5,653

\$2,116

MISSISSIPPI

\$13,343

90%

\$6,926

\$2,597

UNITED STATES

\$18,696

65%

\$9,919

\$4,051

14 counties as percentage of United States total (1990): 71.0%.

14 counties as percentage of Mississippi total (1990): 92.6%.

14 counties as percentage of Mississippi total (1980): 87.2%.

14 counties as percentage of Mississippi total (1970): 83.5%.

Total Employment

Total employment in the 14-county Delta area increased 10.2 percent between 1981 and 1991. This was similar to the employment increase for the state over the same period. Employment for the Delta counties, as a percentage of total employment for the state, was approximately 14 percent for both 1981 and 1991. However, the Delta's employment growth is somewhat deceiving because of significant employment growth over the period in four counties including DeSoto (52%), Panola (38%), Sunflower (22%), and Tate (16%). The remaining counties had little employment growth or actually declined. Counties with employment decreases over the ten-year period include Sharkey (-18%), Quitman and Issaquena (-17%), Coahoma (-7%), and Washington and Leflore (-6%). Humphreys and Tunica counties showed slight employment gains of 3 percent and 2 percent, respectively. If DeSoto County is excluded from the comparison, actual employment for the 13-county area increased by only 2,873, or 2.6%, over the decade. (See Table 3.)

Unemployment

Data from the Mississippi Employment Security Commission for four years over the past decade including 1982, 1985, 1988, and 1991 reveal that average unemployment levels for 14 Delta counties are consistently higher than those of either Mississippi or the United States. Only DeSoto County was the exception to this pattern. During 1991, the most recent year for which annual figures are available, unemployment for the area averaged almost

Table 3
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION

EMPLOYMENT

County	Total Employment 1991	Total Employment 1981	Percentage Change 1981 to 1991
Bolivar	14,340	14,240	0.7
Coahoma	10,360	11,180	- 7.3
DeSoto	34,660	22,770	52.2
Humphreys	4,360	4,230	3.1
Issaquena	670	810	-17.3
Leflore	13,490	14,310	- 5.7
Panola	13,030	9,420	38.3
Quitman	3,290	3,990	-17.5
Sharkey	2,090	2,560	-18.4
Sunflower	13,210	10,800	22.3
Tallahatchie	4,490	4,890	- 8.2
Tate	8,670	7,450	16.4
Tunica	2,420	2,380	1.7
Washington	24,140	25,700	- 6.1
Totals	149,493	134,730	10.2

MISSISSIPPI	1,071,000	971,000	10.3
UNITED STATES			

14 counties as percentage of Mississippi total (1991): 14.0%.
 14 counties as percentage of Mississippi total (1981): 13.9%.
 Total employment in 1991 was 10.2% greater than in 1981.

13 percent, compared with 8.6 percent for the state and 7.4 percent for the United States. Individual rates varied from 5.8 percent for DeSoto County to 18.4 percent for Sharkey County. Other counties with large unemployment rates include Issaquena and Tunica with more than 17 percent, Tallahatchie with 16.4 percent, Quitman with 15 percent, and Leflore with 13.6 percent. Outside DeSoto County, Tate and Bolivar counties had the best unemployment rates for the region--both at approximately the 10 percent level. (See Table 4.)

Poverty Status

Data from the 1990 U.S. Census indicates that 34 percent of the individuals within the 14-county Delta study area lived below the poverty level. This compares with levels of 25 percent for Mississippi and 13 percent for the entire United States. County poverty level ratings varied from a low of 10.8 percent for DeSoto County to a high of 56.8 percent for Tunica County. When DeSoto County is excluded from the study area, the poverty level in the remaining 13 counties averaged 39 percent. Beside DeSoto and Tunica counties, eight of the remaining 12 counties had poverty levels in the 40 percent range including Issaquena (49.3%), Sharkey (47.5%), Humphreys (45.9%), Coahoma (45.5%), Bolivar (42.9%), Tallahatchie (41.9%), Sunflower (41.8%), and Quitman (41.6%). Three counties are within the 30 percent poverty range including Leflore (38.9%), Panola (33.8%), and Washington (33.8%). Tate, with a level of 22.8 percent, is the

Table 4
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION
UNEMPLOYMENT RATES
(In Percentages)

County	1982	1985	1988	1991
Bolivar	13.3	12.3	12.7	9.9
Coahoma	13.7	14.5	11.7	12.2
DeSoto	9.8	6.4	4.7	5.8
Humphreys	11.5	13.1	12.1	10.8
Issaquena	5.1	8.8	13.7	17.3
Leflore	13.2	12.7	11.2	13.6
Panola	13.8	12.9	11.8	10.3
Quitman	15.8	16.3	13.3	15.0
Sharkey	18.4	18.5	21.5	18.4
Sunflower	12.6	11.3	12.1	10.9
Tallahatchie	13.2	11.1	13.5	16.4
Tate	16.3	11.2	9.3	10.0
Tunica	15.3	19.4	16.0	17.1
Washington	14.2	13.3	12.5	12.2
Average	13.3	13.0	12.6	12.9

MISSISSIPPI	11.0	10.3	8.4	8.6
UNITED STATES	9.7	7.2	5.5	7.4

Difference in 14-county area average and:

MISSISSIPPI average	+2.3	+2.7	+4.2	+4.3
UNITED STATES average	+3.6	+5.8	+7.1	+5.5

SOURCE: Mississippi Employment Security Commission, Jackson, Mississippi.

only county in the study group, besides DeSoto, with a poverty level less than the state average of 25 percent. (See Table 5.)

Viewed collectively, this information indicates that residents of the Delta Region in Mississippi are more likely to live in poverty status. They have lower per capita incomes than other parts of the state and nation, and they are more likely to be unemployed or underemployed. Significantly, this pattern also reveals that, due largely to a lack of job opportunities, the population of the region has steadily declined as residents have relocated to other parts of the state or outside of the state. Those who remain in the region have the most serious problems with the least ability to change their status. Obviously, these criteria also have a great impact on the overall tax base of the region, ensuring the local counties and communities increasing inability to service the debt necessary for the development of infrastructure and the provision of basic services. The only areas in this region which appear to resist the trend of economic and social decline over the past 30 years are the counties at the east margin of the Delta which are served by Interstate 55.

ECONOMIC ANALYSIS

In 1988, the Lower Mississippi Delta Development Commission was established to analyze the lower Mississippi Delta as a whole and to devise a plan that would capitalize on the region's inherent strengths. From that effort, two significant documents emerged. The first document was the interim report of the Lower Mississippi Delta Development Commission called Body of the

Table 5
MISSISSIPPI COUNTIES WITH MAJOR
IMPACT FROM MID-CONTINENT HIGHWAY CONSTRUCTION
POVERTY STATUS IN 1989

County	Number of Persons Status Determined	Below Poverty Level	Percentage
Bolivar	39,990	17,158	42.9
Coahoma	30,796	13,997	45.5
DeSoto	67,553	7,296	10.8
Humphreys	11,927	5,479	45.9
Issaquena	1,904	939	49.3
Leflore	35,941	13,987	38.9
Panola	29,674	10,031	33.8
Quitman	10,381	4,315	41.6
Sharkey	6,952	3,305	47.5
Sunflower	29,409	12,302	41.8
Tallahatchie	15,085	6,328	41.9
Tate	20,625	4,632	22.5
Tunica	8,087	4,597	56.8
Washington	67,160	22,671	33.8
Totals	375,484	127,037	33.8

Totals without DeSoto County	307,931	119,741	38.9
MISSISSIPPI	2,502,902	631,029	25.2
UNITED STATES	241,977,859	31,742,864	13.1

The 14-county area has 2.6 times the poverty level of the United States average.

SOURCE: 1990 United States Census.

Nation. An extremely important document, the report presented, for the first time, a comprehensive analysis of the Lower Mississippi Delta Region and a suggested blueprint for change. The Chairman of the Commission, at that time, was then-Governor and now-President Bill Clinton.

Following that document, the final report of the Commission's study, The Delta Initiatives-Reclaiming the Dream... Fulfilling the Potential, was published--citing specific areas of improvement necessary to move this region forward. Significantly these reports noted that infrastructure within the region has not kept pace with the region's needs. The final report noted that "Inadequate housing, water supply, sewage treatment facilities, transportation, power and telecommunications systems impede business growth and community development efforts." Further, "The Delta's transportation system is in great need of repair and expansion for economic growth. The region's strategic location in the heart of the country and favorable winter driving conditions make it ideally suited for an enhanced system of highways for transportation and distribution of goods throughout the nation." A proposed transportation network in the report specifically identifies U.S. Highway 61 as a roadway that should be four-laned and was of strategic benefit in the movement of people and products.

What then are the projected economic benefits to be derived by the Delta region in Mississippi from I-69? The overall benefits can be broken down into two broad categories as follows:

- (1) Jobs and tax base expansion or economic impact

- (2) Overall economic development opportunities or economic benefit

Economic Impact

Table 6, entitled Estimated Annual Economic Impact of

Proposed Construction of Interstate 69 on Mississippi's Economy,

indicates that the 14-county area would receive a very strong injection of jobs and significant enhancements to the overall economic base. Estimated total income generated from the project would be approximately \$236 million. Estimated employment would be roughly 6,000 direct and 8,000 indirect jobs. Retail sales, bank deposits, sales tax to city governments, and state government funds revenues generated would account for another \$340 million. Overall, this project would represent a half-billion-dollar infusion into one of the more economically depressed areas of the country. The projected direct job creation alone would make this project one of the most significant positive economic improvements ever experienced by this area.

Economic Benefit

As has been noted, transportation has been identified as one of the principal components necessary for the fullest economic development possibilities in the Mississippi Delta Region. The principal benefit to an area provided by a quality transportation system is access. Access is critical to the attraction and location of business and industry, to the development of tourism, and to the diversification of alternative economic development strategies.

Table 6
ESTIMATED ANNUAL ECONOMIC IMPACT OF
PROPOSED CONSTRUCTION OF INTERSTATE 69
ON MISSISSIPPI'S ECONOMY

Estimated total income generated

Direct	\$108,522,000	
Indirect	\$127,188,000	
Total		\$235,710,000

Estimated total employment generated

Direct	6,000	
Indirect	8,100	
Total		14,100

Retail sales generated \$153,211,00

Bank deposits generated \$129,640,000

Sales tax to city governments \$1,344,000

State government revenues generated

Sales tax to General Fund	\$6,435,000	
Other General Fund revenues	\$16,264,000	
Special Fund revenues	\$5,657,000	
Total state revenues		\$28,356,000

NOTE: The proposed route of Interstate 69 will impact 14 Mississippi counties: Bolivar, Coahoma, DeSoto, Humphreys, Issaquena, Leflore, Panola, Quitman, Sharkey, Sunflower, Tallahatchie, Tate, Tunica, and Washington.

The income multiplier of 2.172 and the employment multiplier of 2.350 used in this analysis were taken from the Mississippi Input-Output Model.

SOURCE: Mississippi State Tax Commission, various Service Bulletins.

Mississippi Department of Economic and Community Development, January, 1993.

Mississippi Institutions of Higher Learning, Center of Policy Research and Planning, January, 1993.

Industrial Recruitment and Development

Transportation costs represent one of the most significant factors in the bottom line of most businesses. The ability to bring in raw materials, convert them to a finished product, and distribute them to major markets is critical to the success or failure of today's industrial operations. The principal method used for the transportation of materials and products is truck transportation. This form of transportation offers a low-cost operation that is capable of meeting a variety of location demands impossible to achieve by air and rail alone. One of the key questions most frequently asked by businessmen interested in expansion or relocation is the accessibility of a site to major markets. Site accessibility is generally rated by proximity to the interstate system. Changes in manufacturing techniques and a desire to hold down operating costs have produced new supply systems like "just in time" inventory management. Plants must be accessible to the components they use in their manufacturing process.

The proposed Mississippi route for I-69 will create a development triangle in the northwestern part of our state. Bounded on the east by I-55 and the west by the Mississippi River, the I-69 route would open up this part of the state for many additional business development sites and opportunities. As businesses locate in an area, a ripple effect occurs on the economy--thereby creating demands for housing, retail sales, services, recreation, and tourism.

The proposed Mississippi I-69 route would create a large, new area in Mississippi that would attract business and industry due to lower production costs and ease of access. Location along one of the primary Canada-to-Mexico transportation corridors alone would attract a great amount of interest and probable business locations.

As noted in The Body of the Nation:

The Delta has an abundance of natural resources; yet most of the region's raw materials are exported for the purpose of processing and then shipped into the region as finished products. Value-added processing is a means whereby the region can expand and diversify existing business and thus provide more jobs for workers. Value-added processing also represents an important linkage between alternative cropping options and expanded opportunities for the manufacturing, processing and marketing of Delta-made products. The aquaculture industry is an example of this phenomenon. Catfish is now raised in ponds throughout the Delta, processed in local plants which employ local workers and is marketed regionally, nationally, and internationally.

Transportation is the key to the rapid, cost-effective movement of this and other similar products.

Local Business Development

Another major benefit resulting from quality transportation access to an area is the sheer volume of commercial and passenger vehicles that would be passing through the area on a daily basis. This type of traffic creates demands for new types of service businesses which include lodging, restaurants, shops, and auto/truck repair facilities. Each of these new developments create their own job base and their own service and product demands.

Tourism

In Shadows in the Sunbelt, southern states are encouraged to identify and develop alternative economic development strategies. While the Delta Region in Mississippi has traditionally relied on agriculture and, to some degree, low-tech manufacturing as the prime base for its development strategy, the growing national and international tourism industry offers real possibilities for the area. Significant local activities such as the annual Delta Blues Festival at Greenville, the annual World Catfish Festival at Belzoni, and the annual Mississippi International Balloon Classic at Greenwood draw thousands from around the nation and the world. The increasing international popularity of blues music has increased visitation to the area.

Most recently the introduction of riverboat gaming in Tunica County has drawn thousands of people to one of the poorest counties in the nation. Most recently, an average of 3,000 people per day are visiting the casino in that county. Riverboat gaming has been approved by voters in Washington County, and floating casinos will open at Greenville in May 1993.

Mississippi ranks 13th nationally in terms of migration for retirement purposes of age 65+ individuals. Statistically, future retirees visit an area two to three times before they retire in a particular location. The Delta area of Mississippi offers the low cost, low crime, mild climate type of environment today's retirees are seeking. Quality transportation access would enhance the attractions of the area to this group. The retirement market represents a developing market sector that not

only brings new people and wealth to an area but also creates product and service demands that help to create new job opportunities.

International Trade

As noted in The Body of a Nation, "The international market represents another largely neglected sector; yet it is an important vehicle by which existing businesses can expand and generate more jobs."

Yet, perhaps more importantly than the opportunities created by the international market, is the stark reality noted in the Mississippi Special Task Force for Economic Development Planning report, entitled Seizing the Future: A Commitment to Competitiveness, where it is stated that:

Until recently Mississippi, along with the rest of the South, has been able to duck the competitiveness challenge, taking shelter behind low wages and antiquated production systems that kept the prices of things we made low enough to get by. Low-wage companies no longer are confined to looking at states like Mississippi for a new home. They can look to Mexico, Malaysia and China where most people work for lower wages than Americans. The successful strategy to adopt hinges on a well-educated workforce capable of adapting to high technology manufacturing, good transportation and affordable available capital.

As Peter Drucker, the well-known international business expert, noted, "If you don't think globally, you deserve to be unemployed....and you will be."

The pending North American Free Trade Agreement, which would eliminate trade restrictions between Canada, Mexico, and the

United States, will probably be ratified by Congress in the near future.

The prospect of the premier, direct, land-based trade route between these nations, passing through a major industrial area of the midwest and the southwest and through the Delta Region of Mississippi, offers that part of Mississippi direct participation in the free flow of international goods and services. It also helps to support existing business in the area by increasing their market opportunities.

Intermodal Benefits

When analyzing the subject of transportation and its impact on the growth and attraction of business and industry, a region's entire intermodal capacities must be reviewed. An intermodal analysis would include not only highways but airports, ports, and rail as well. As noted in the final report by the Lower Mississippi Delta Development Commission, "The rural Delta areas suffer a severe disadvantage in providing their citizens with access to quality air passenger service." In addition, the report states, "River ports in the Delta region are not growing at the same rate as ports in the Gulf and Atlantic Coastal states. As trade increases with Europe and Latin America, the Delta needs to position itself to take advantage of its geographic location to serve the distribution needs of the central part of the United States." Finally, the report states, "Most of the Delta also lacks passenger rail service. This

eliminates rail service as a tool to spur local development through tourism."

Currently, the major ports at Greenville and Rosedale, Mississippi, developed through significant investment of federal funds, are not fulfilling their potential as significant movers of goods. Similarly, the high-quality airport at Greenville on the site of a closed Air Force base, could develop into a significant regional hub offering passenger service not only to northwest Mississippi but also to southeast Arkansas and northeast Louisiana. Access to this airport is impeded by the absence of adequate highway access. Ironically, it is located directly in the proposed route of the new interstate Corridor.

The proposed I-69 route through the Delta region of Mississippi would offer a greater flow of traffic, products, and people through the area. Each of these increases would create demands for full use and expansion of the existing river ports, airports, and rail service and expand business and new job opportunities in the entire Delta Region.

CONCLUSION

As Mississippi approaches the Twenty-First Century, it stands ready to face an enormous challenge--to take control of its economic destiny and build a globally competitive economy. But building a globally competitive economy requires more than just action in a few key areas. It requires an understanding of the critical ingredients of a healthy economy and an assessment of the strengths and weaknesses of the state's economy to guide

those actions. Like today's businesses--that are no longer competing on the basis of producing a standardized product at the lowest cost, but are evolving into businesses that rely on customized products, flexibility, innovation, timeliness, and adaptation for success--Mississippi must improve the way in which it develops its economic base. Mississippi must raise the quality of the business environment it offers to business.

Nowhere in the state is this change more needed or more critical to its future than the Delta Region in Mississippi. Long regarded as one of the poorest rural regions of the nation, the Delta can become a rural trendsetter through the adoption of a strategy of diverse alternative economic approaches. The proposed routing of the Mid-Continent Highway Corridor (I-69) through the Delta Region of Mississippi, while not a universal panacea to the problems of Mississippi's Delta, would go a long way toward tying together the various strands of this new economic strategy the Delta must embrace.



Fostering Economic Vitality

TESTIMONY ^{of} Barbara Roos
RESTORATION OF THE WEST TRENTON PASSENGER SERVICE

MARCH 10, 1994
HOUSE PUBLIC WORKS AND TRANSPORTATION COMMITTEE

THANK YOU, CHAIRMAN RAHALL AND CONGRESSMAN FRANKS, FOR THIS OPPORTUNITY TO ADDRESS OUR NATION'S DECISION MAKERS ON THE MERITS OF FUNDING THIS ECONOMICALLY VITAL MASS TRANSIT PROJECT IN CENTRAL NEW JERSEY.

AS THE SPOKESPERSON FOR A LARGE GRASS ROOTS CONSTITUENCY IN THIS REGION, REPRESENTING INDIVIDUALS, BUSINESSES, LOCAL, COUNTY, STATE GOVERNMENTS, ENVIRONMENTALISTS, AND UNIONS, I AM HERE TO ASK FOR NATIONAL SUPPORT FOR CAPITAL FUNDS TO INITIATE THE PASSENGER SERVICE ON THE WEST TRENTON RAIL LINE.

THE CITIZENS LOOK TO THE U. S. GOVERNMENT TO ASSIST LOCAL EFFORTS IN THE REBUILDING OF THE COUNTRY'S INFRASTRUCTURE AND TO FACILITATE THE USE OF PUBLIC TRANSIT.

WE HAVE SUPPORTING TESTIMONY WARRANTING THIS PROJECT AS ONE OF THE TRANSPORTATION PRIORITIES TO BE INCLUDED IN THE NATIONAL HIGHWAY SYSTEM BILL. THIS PROJECT WILL COMPENSATE FOR THE UNMET TRANSPORTATION NEEDS IN THIS REGION. THIS PROJECT WILL HELP US COMPLY WITH THE CLEAN AIR ACT.

WE NEED A COMMITMENT TO INVEST IN THE REVIVAL OF PASSENGER SERVICE LINKING PENNSYLVANIA, NEW JERSEY AND NEW YORK -- PROVIDING SAFE, CONVENIENT AND SPEEDY TRANSPORTATION TO AND FROM NEW YORK CITY, NEWARK, PHILADELPHIA AND TRENTON.--AND RELIEVING MASSIVE TRAFFIC CONGESTION ON THE HIGHWAYS.

THERE IS CURRENTLY NO PUBLIC TRANSPORTATION IN THIS CORRIDOR OF 104,000 PEOPLE.

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Page 2

CONSTRUCTION OF SHELTERS AND LOW-LEVEL PLATFORMS, PARK AND RIDE LOTS, IMPROVED SWITCHES AND SIDINGS AND ACCESS ROADS WILL ENHANCE LOCAL ECONOMIC VITALITY, ENCOURAGE ADDITIONAL COMMUNITY REVITALIZATION PROJECTS, PROMOTE SENSE OF COMMUNITY AND WILL PROVOKE RIDERSHIP.

HOWEVER, THE MOST IMPORTANT RESULT WILL BE A SAFER ENVIRONMENT AND CLEANER AIR. GOVERNMENT HAS MANDATED THE CLEAN AIR ACT. CONSEQUENTLY, EMPLOYERS AND EMPLOYEES NEED ALTERNATIVES. NOW WE MUST PROVIDE OPTIONS FOR THE PEOPLE. THIS PROJECT WILL HELP OUR COMMUNITY MEET THE RIGID STANDARDS FOR COMPLIANCE.. WE HAVE ALL LEARNED THAT WIDENING ROADS AND BUILDING NEW HIGHWAYS ISN'T ALWAYS THE RIGHT ANSWER. THEY SOON BECOME UNSAFE, CONGESTED AND ADD TO THE POLLUTION PROBLEMS. IT'S TOO COSTLY AND IMPAIRS OUR QUALITY OF LIFE. WE ALL WANT TO BE MORE CONSCIENTIOUS TO THE ENVIRONMENT, ESPECIALLY FOR THOSE OF US LIVING IN HIGHLY DENSE GROWTH AREAS.

RESTORATION OF PASSENGER SERVICE ON THE WEST TRENTON LINE PROVIDES MANY BENEFITS WITH FEW DETRIMENTS. I CONCLUDE THIS REQUEST FOR SUPPORT WITH TWO LISTS JUSTIFYING FEDERAL FUNDS VITAL TO OUR REGION.

ON PAGE 2 OF THIS TEXT, I LIST THE BENEFITS.

THEY ARE NUMEROUS:

1. WILL HELP MEET COMPLIANCE WITH THE FEDERAL CLEAN AIR ACT.
2. WILL ATTRACT RIDERSHIP UNABLE TO USE THE NORTHEAST CORRIDOR LINE BECAUSE OF LIMITED PARKING FACILITIES.
3. WILL REDUCE THE NUMBER OF LENGTHY AUTO TRIPS, REDUCE HIGHWAY CONGESTION AND IMPROVE AIR QUALITY.
4. WILL REDUCE TRAVEL TIMES FOR RESIDENTS TO ACCESS RAIL SERVICE.
5. WILL INDUCE NEW RAIL RIDERSHIP BY MAKING RAIL SERVICE MORE ACCESSIBLE.

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6. WILL ENCOURAGE INTRODUCTION OF SHUTTLE BUS AND BUS FEEDER SERVICE BETWEEN DEVELOPMENT CONCENTRATIONS AND RAIL SERVICES.

7. WILL INCREASE OPPORTUNITIES FOR PENNSYLVANIA RESIDENTS TO COMMUTE TO NEW JERSEY VIA RAIL, HISTORICALLY A SIGNIFICANT PORTION OF THE WEST TRENTON LINE RIDERSHIP.

8. WILL SIGNIFICANTLY REDUCE THE NEED FOR ADDITIONAL LANE MILES OF NEW HIGHWAYS RESULTING IN CONSTRUCTION COST SAVINGS IN THE ROUTE 206 CORRIDOR. THIS CORRIDOR HAS SEEN INCREASED DEVELOPMENT. AND MORE DEVELOPMENT IS INEVITABLE UNDER EXISTING ZONING.

9. WILL KNIT SUBURBAN PENNSYLVANIA AND NEW JERSEY MUNICIPALITIES CLOSER TOGETHER AND INCREASE THEIR ECONOMIC VIABILITY.

10. WILL ACCOMMODATE THE LONG RANGE TRANSPORTATION OBJECTIVES DESIGNED BY REGIONAL PLANNERS FROM NY, NJ, PA, AND DE.

11. WILL PROVIDE AN ECONOMIC STIMULANT TO OLDER COMMUNITIES ALONG THE TRACK AND WILL MAGNIFY THE EFFORTS OF FEDERALLY FUNDED PROJECTS LIKE MAIN STREET AND ISTEALREADY UNDERWAY IN SOME COMMUNITIES AS SUCH AS PLAINFIELD, BOUND BROOK AND MANVILLE.

ON PAGE 3 OF THIS TEXT, IS THE CURRENT LIST OF ALMOST 30 SUPPORTERS TO DATE FOR THE WEST TRENTON LINE. WE HAVE GRASS ROOTS SUPPORT INCLUDING ENVIRONMENTALIST, UNIONS, BUSINESS, INDIVIDUALS AND GOVERNMENTS FROM MANY REGIONS:

SOMERSET COUNTY CHAMBER OF COMMERCE
 SOMERSET COUNTY BOARD OF CHOSEN FREEHOLDERS
 SOMERSET COUNTY PLANNING BOARD
 ENVIRONMENTAL STEWARDSHIP COUNCIL OF SOMERSET
 COUNTY
 RIDEWISE, (TMA OF SOMERSET COUNTY)
 HILLSBOROUGH TOWNSHIP
 MONTGOMERY TOWNSHIP
 RARITAN VALLEY COMMUNITY COLLEGE, STUDENT
 ENVIRONMENTALIST SOCIETY
 MIDDLESEX-SOMERSET-MERCER REGIONAL COUNCIL
 MERCER COUNTY BOARD OF CHOSEN FREEHOLDERS
 MERCER COUNTY CHAMBER OF COMMERCE

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Page 4

WEST WINDSOR TOWNSHIP
HOPEWELL BOROUGH
HOPEWELL TOWNSHIP
WEST WINDSOR TOWNSHIP
PENNINGTON BOROUGH
EWING TOWNSHIP
WEST TRENTON COALITION
GREATER PRINCETON TMA
MIDDLESEX COUNTY PLANNING BOARD
UNION COUNTY BOARD OF CHOSEN FREEHOLDERS
UNION COUNTY TRANSPORTATION ADVISORY BOARD
UNION TRANSPORTATION UNION (UTU)
DELAWARE VALLEY ASSOCIATION OF RAIL PASSENGERS
NEW JERSEY ASSOCIATION OF RAIL PASSENGERS
BUCKS COUNTY, PA CHAMBER OF COMMERCE

THE OFFICIAL POSITION PAPER OF THIS GRASS ROOTS GROUP
HAS BEEN PROVED AS AN ATTACHMENT.

YOUR COMMITMENT AND FUNDING SUPPORT WILL ENABLE
COMMUNITIES IN THE NORTHEAST REGION TO PROVIDE ESSENTIAL
CONTINUATION OF THE MASS TRANSIT SYSTEM. THE NEED FOR A
COMPREHENSIVE MASS TRANSIT SYSTEM AND TRAVEL DEMAND
MANAGEMENT PROGRAMS IS EVEN MORE IMPORTANT GIVEN THE
REQUIREMENTS THE CLEAN AIR ACT WILL IMPOSE UPON NEW
JERSEY, ITS BUSINESS COMMUNITY AND THEIR EMPLOYEES.

THANK YOU, CHAIRMAN NICK RAHALL, CONGRESSMAN BOB FRANKS
AND COMMITTEE MEMBERS.

RALPH REGULA
16TH DISTRICT, OHIO

RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3516
(202) 225-3676

DISTRICT OFFICE
4150 BELDEN VILLAGE STREET NW
CANTON, OH 44716
(216) 489-4414

TOLL-FREE DISTRICT NUMBER
1-800-626-9015



COMMITTEE
APPROPRIATIONS
SUBCOMMITTEES
INTERIOR
TRANSPORTATION

Congress of the United States
House of Representatives
Washington, DC 20515-3516

TESTIMONY OF

REP. RALPH REGULA

before the

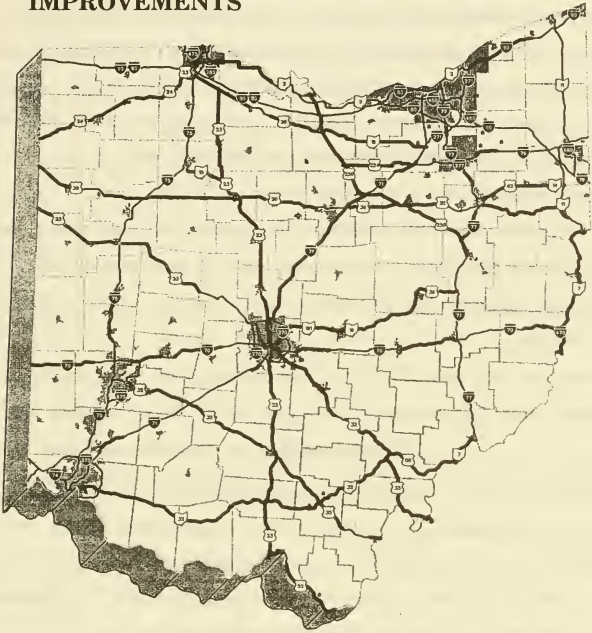
SUBCOMMITTEE ON SURFACE TRANSPORTATION

PUBLIC WORKS AND TRANSPORTATION COMMITTEE

on the National Highway System Authorization

Thursday, March 10, 1994

MACRO HIGHWAY CORRIDOR IMPROVEMENTS



Key

- Macro-Level Highway Corridor
- Improvements

Mr. Chairman, Mr. Petri, and members of the subcommittee, I appreciate the opportunity to testify before you today on the merits of several Ohio transportation projects. The State of Ohio and the Ohio Department of Transportation have worked closely with me to determine the projects of highest priority for which additional authorization is needed.

I commend them for their professionalism and would like to note that ODOT has been recognized for being the national model for a state transportation multi-modal plan under ISTEA.

Let me start by discussing one of the State's top priorities - the widening of **U.S. Route 30** across the entire state. Some segments have already been completed making it a four lane, limited access highway over part of the state.

Several other Members will also be testifying on the particular Route 30 segment which passes through their districts. The two segments that are in my district are from **1) Wooster to Riceland** and **2) Canton to East Canton**. Both segments are two lane, signalled stretches connected at each end to the already widened lengths of four lane limited access highway. The potential for serious accidents in such circumstances is a constant concern. More than 50% of all traffic on segments of U.S. 30 is comprised of truck traffic, amounting to more than 6,000 trucks per day.

Aside from the inherent safety concerns with high volume truck and car traffic, economic development is held in check with the difficulty of moving products efficiently in and out of the area. The segments in the 16th District have considerably less truck traffic than other areas because the road's current configuration does not lend itself to the higher flow of

commercial traffic needed to support an economically rebounding area. With a widened Route 30, companies will feel confident in locating along this east-west corridor with easy access to north-south interstates.

The year by year costs for the 7.6 mile Wooster to Riceland segment would be \$3 million the first year, \$2 million the second year and \$15 million the third year.

I would like to now turn to a different type of request - one for authorization to use existing funds. No new money is being requested. I am very supportive of ODOT's plans for a public/private partnership to establish a rail/truck intermodal center in Stark County. The innovative part of this request, and for which I am seeking authorization, is to allow the State of Ohio to use some of its Congestion Mitigation/Air Quality Program (CMAQ) funds for the project, and to be able to loan those funds, using the payback to create a revolving loan fund for other transportation projects.

The Stark Intermodal Project consists of the relocation of a portion of a main rail line of the Wheeling & Lake Erie Railway Co. to allow the expansion of a major distribution center located in Massillon, Ohio and the construction of a new intermodal facility to allow truck trailers and freight containers to be loaded/unloaded onto railroad flat cars, making it in essence an interchange between rail and highway. In conjunction with Fleming Companies, Inc. food products from the south and west coast areas would be the primary inbound freight while machinery and manufactured goods for the Pacific Rim and Mexico would be the primary outbound freight.

Using CMAQ funds is proposed because of both the considerable reduction of traffic congestion and the significant improvement in air quality which would result. As you know, this committee designed CMAQ

funds to be used to implement programs to attain the national standards for carbon monoxide, ozone, and small particulate matter.

When States try to meet EPA conformity standards for carbon monoxide and other volatile particulate matter per the Clean Air Act Amendments by adding to road capacity, two things happen. Travel speeds increase reducing carbon monoxide. But with higher speeds come increases in nitric oxide (NOx) which puts the area in a non-attainment category.

One very effective way to reduce NOx is to reduce diesel engine emissions. Mr. Chairman, Stark Intermodal will result in a reduction of 10,000 annual truck trips by approximately 500 miles per trip which amounts to a savings of 5,000,000 miles.

Another significant element to this plan is the economic benefit to the area. It is projected that the project will create and retain 1,021 jobs at an average wage of \$35,000 for a payroll of \$35,735,000 for an economically depressed area of northeast Ohio. Real estate, personal property and local income taxes will add over \$1 million annually for local and state governments for public service expenditures.

The Federal Highway Administration has looked at the project and although supportive of the concept, believe the loan aspect requires Congressional authorization. I believe this is an ideal project where everyone wins, including the environment and I strongly urge you to support it.

I am also requesting authorization for two additional road projects - one a study and another for construction which would also impact on other Congressional Districts. The State of Ohio would like to begin a study on a **Mt. Vernon Connector** between that town and Interstate 71. Currently, Mt. Vernon, the county seat, has no direct highway access to the state capital

of Columbus.

The projected cost would be \$2 million to complete the study.

The Mt. Vernon Connector would run into Rep. Oxley's district.

The other project, **U.S. Route 62**, would also encompass parts of both my district and Rep. Traficant's. A segment of this route, from Alliance to Sebring, has been identified by ODOT as in need of widening to a four lane highway. There is currently no direct highway access between these two towns.

The projected costs would be: \$2 million in FY 1995, \$2 million in FY 1996, and \$25 million in FY 1997.

While it may seem that I have outworn my welcome in making requests, please let me note that as the senior Republican of the Ohio Delegation, I have been asked by the Governor of our State to make certain requests whose impact would be felt statewide or that encompass several districts. Such is the case with the requests for **Local Government Bridge Replacement** and **START - Strategic Test for America's Rail Transportation**.

As you are well aware, America's bridges are in a sad state of disrepair. Ohio's bridge problems seem to be worse than many other states since Ohio has the second largest number of bridges in the country and because a majority were constructed between 1890 and 1940. This request for \$44 million would enable local governments to reopen bridges which were closed due to unsafe conditions and will benefit 17 of Ohio's 19 Congressional Districts.

The Strategic Test for America's Rail Transportation (START) envisions an incremental approach to develop passenger rail service through northern Ohio connecting the major cities of Pittsburgh, Youngstown, Cleveland, Toledo, and Detroit. Rail infrastructure is already in place

and needs only track upgrading and highway safety grade crossings.

It is my understanding that Rep. Kaptur has a personal interest in this request. As she is also testifying before you, I will allow her to explain the overall START request.

I want to thank the subcommittee again for the opportunity to seek authorizations for Ohio transportation projects. While this request may appear lengthy, I believe you will find the projects to be needed, ready to be implemented, pragmatic, and cost-effective approaches to solving pressing transportation and safety problems.

Please know that if you need further information on any of these projects, I, my staff, and the Ohio Department of Transportation stand ready to work with you.

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Testimony before the
House Subcommittee on Surface Transportation

Honorable Nick Joe Rahall, II
Chairman

March 10, 1994

Honorable Bob Roumiguere
Board of Supervisors
Marin County, California

Administration Building
Suite 315, 3501 Civic Center Drive
San Rafael, CA 94903-4193

415/499-7331

Mr. Chairman, members of the Subcommittee, it is a pleasure to be here today to testify on a project of very great importance to the people of Marin County and to all commuters from counties to the north who travel each day into Marin, San Francisco, and the East Bay.

I am particularly pleased to be here with our own Congresswoman, Congresswoman Woolsey and our Congressman to the north, Congressman Hamburg. In the relatively short time each has served, they have amply demonstrated their dedication to helping our region address the very significant infrastructure issues with which we are faced.

As they know, and as is known by all who are familiar with the greater San Francisco-bay area, Highway 101 is not only our Main Street, but also serves as the principal commuter route for those traveling daily to Marin, into San Francisco, or across to the East Bay. The project we are requesting assistance with today would address an anomaly which currently exists on 101, with a solution which will significantly increase the road's capacity in a manner which will reduce congestion and be beneficial to the region's air quality, as well.

Shortly after crossing the Golden Gate Bridge on Highway 101 from San Francisco into Marin County, an evening rush-hour commuter comes onto about 4.9 miles of High Occupancy Vehicle lanes. He or she then encounters a 4.1 mile gap in the HOV lanes, forced into very slow-moving mixed flow traffic, before enjoying an additional 7 miles of HOV lanes north of the gap. While many users of public transit, carpools and vanpools do utilize the HOV lanes, there can be no question that the gap presents a significant disincentive to their use. In most cities around the country, a primary reason that commuters leave their single passenger automobile behind to get on HOV lanes is the time-savings that such use provides. Unfortunately, in Marin, that time-savings is reduced by a full 15 minutes in each direction when HOV users are thrown in with mixed flow traffic along the most heavily-traveled section of Highway 101, near downtown San Rafael, our County Seat and commercial center.

While funding for the construction of HOV along the northern segment of the gap has been identified and is included in the STIP for completion in the next few years, it is not anticipated that the southern 2.7 miles of the gap will be funded before the year 2010, and then at an anticipated cost of \$117 million in 1992 dollars.

Fortunately, our engineers have determined a way to complete this gap now, within 3.5 years from funding to completion, at a cost of about \$24.6 million. For just \$24.6 million, a single, reversible HOV lane can be built along publicly-owned right-of-way that is adjacent to 101. Various improvements will be required in this right-of-way before it can be so utilized.

Mr. Chairman, it is very significant that utilizing this adjacent right-of-way, users of public transit, carpools and vanpools will have direct access to the Larkspur Ferry station for those wishing to commute into and out of downtown San Francisco by ferry.

When this old railroad right-of-way was purchased, it was with the expressed intent to build HOV lanes and/or commuter rail in the corridor. As some on this Subcommittee may remember from my past appearances here, we have devoted many years to helping bring commuter rail to Marin County and other counties to the north. We remain dedicated to that proposition. But in the interim, until commuter rail is a reality, it would be a wasteful mistake to leave this right-of-way unutilized. It would be a break in faith with our friends on this Subcommittee who have assisted us in helping to purchase this corridor.

Mr. Chairman, I will continue to help lead in the effort to bring commuter rail to this right-of-way. And indeed, most of the funds I am requesting today is for spending that will be required before rail could possibly operate in the corridor. Well over 80% of the total is for grade separation work and refurbishing a tunnel, work that is as necessary to operate a railroad as for HOV lanes.

But, Mr. Chairman, the reason I am here is to request funding, 80% of the project's cost or about \$19.7 million, so that we can have HOV lanes operating in this right-of-way in 3.5 years, closing the gap that currently exists in our HOV lanes. This will allow us to close this annoying HOV gap and fully enjoy the benefits of HOV lanes not in the year 2010 at a cost of \$117 million, but in early 1998, at a total cost of \$24.6 million.

The \$19.7 million in federal assistance we are requesting to close this gap will result each year in a savings of over \$43.4 million from savings in energy costs, time costs, and accident costs. In response to the 18 questions the Committee posed to those requesting an earmarking, it was documented that the federal government will see every year, a 2 to 1 return on its initial capital investment.

And in so doing, you will be helping us to add capacity to our road in the most cost-efficient manner possible, while reducing congestion, and so enhancing safety and air quality.

Mr. Chairman, that concludes my testimony and I would be pleased to respond to any questions you may have.



Township of Hillsborough

COUNTY OF SOMERSET
MUNICIPAL BUILDING
AMWELL ROAD
NESHANIC, NEW JERSEY 08863

(908) 389-4313



KENNETH C. SCHERER
MAYOR

HELEN HAINES
DEPUTY MAYOR

TESTIMONY OF THE HON. KENNETH SCHERER

COMMITTEE

ELAINE DE MILIA
GEORGE OSTERGREN
GLEN VAN LIER

MR. CHAIRMAN, CONGRESSMAN SPANKS, MEMBERS OF THE SUBCOMMITTEE.
GOOD AFTERNOON. MY NAME IS KENNETH SCHERER AND I AM THE MAYOR OF
HILLSBOROUGH TOWNSHIP, LOCATED IN SOMERSET COUNTY NEW JERSEY.

LET ME BEGIN BY TELLING YOU HOW ABSOLUTELY PROUD I AM TO BE
BEFORE YOU TODAY REPRESENTING NOT ONLY THE PEOPLE OF HILLSBOROUGH
TOWNSHIP, BUT IN THIS CASE THE PEOPLE OF SEVERAL COMMUNITIES IN
CENTRAL NEW JERSEY.

I AM HERE TODAY TO ASK FOR YOUR SUPPORT IN REACTIVATING THE WEST
TRENTON PASSENGER LINE, WHICH WAS DEACTIVATED IN 1982. THE WEST
TRENTON LINE IS LOCATED IN THE WESTERN PORTION OF THE STATE AND
RUNS BETWEEN TRENTON, OUR STATE CAPITAL, AND NEWARK, OUR LARGEST
CITY. THE RAIL LINE BISECTS HILLSBOROUGH TOWNSHIP.

HILLSBOROUGH TOWNSHIP IS A BEDROOM COMMUNITY OF SOME 54 SQUARE
MILES IN AREA AND IS THE LARGEST MUNICIPALITY IN SOMERSET COUNTY.
AS WAS REPORTED IN THE MOST RECENT UNITED STATES CENSUS DATA, THE
RESIDENTIAL GROWTH IN OUR TOWN HAS BEEN UNPRECEDENTED.
HILLSBOROUGH'S POPULATION INCREASED BY 51% BETWEEN 1980 AND 1990.
WE ESTIMATE OUR POPULATION CURRENTLY TO BE RIGHT AROUND 32,000.
IT IS IMPORTANT TO NOTE THAT HILLSBOROUGH IS ONLY 50% DEVELOPED
AT THIS TIME.

HILLSBOROUGH IS CONSIDERED A BEDROOM COMMUNITY BECAUSE MOST OF OUR RESIDENTS WORK OUT OF TOWN. WE'RE VERY PROUD OF THE FACT THAT SO MANY PEOPLE FIND OUR RURAL COMMUNITY SO DESIRABLE. UNFORTUNATELY, BECAUSE OF A LACK OF MAJOR INFRASTRUCTURE THROUGH OUR TOWN, CORPORATE AND INDUSTRIAL DEVELOPERS HAVE HAD NO DESIRE TO LOCATE IN HILLSBOROUGH. A DILEMMA WHICH WAS CREATED WHEN A PORTION OF U.S. RT. I- 95 WAS DEDESIGNATED YEARS AGO. HILLSBOROUGH IS JUST ONE OF THE MANY RAPIDLY GROWING COMMUNITIES ALONG THE WEST TRENTON LINE. CURRENTLY THERE ARE SOME 200,000 PEOPLE RESIDING IN THE IMMEDIATE WEST TRENTON CORRIDOR WHO WOULD BENEFIT FROM COMMUTER RAIL SERVICE.

HILLSBOROUGH AND OTHER COMMUNITIES IN OUR AREA HAVE NO MASS TRANSIT AVAILABLE TO THEM. IF NEW JERSEY IS GOING TO MEET IT'S CLEAN AIR ACT MANDATES, MASS TRANSIT MUST BE OFFERED TO THE LARGE SUBURBAN TOWNS SO THAT COMMUTERS HAVE AN ALTERNATIVE TO DRIVING. OTHERWISE THESE PEOPLE WILL SIMPLY CONTINUE TO GET IN THEIR CARS IN THE MORNING AND FIGHT THE EVER INCREASING TRAFFIC ON OUR ALREADY OVER CROWDED HIGHWAYS.

TO IGNORE THE PROBLEM WOULD BE DISASTROUS FOR NEW JERSEY. MAJOR HIGHWAY IMPROVEMENTS IN THIS AREA HAVE PROVEN UNFEASIBLE AND BUS TRANSIT HAS BEEN UNSUCCESSFUL BECAUSE OF THE CONGESTION WHICH ALREADY EXISTS ON OUR HIGHWAYS. REACTIVATING THE WEST TRENTON LINE IS THE ONLY LOGICAL SOLUTION TO WHAT IS ALREADY A MAJOR PROBLEM.

HILLSBOROUGH TOWNSHIP AND SOMERSET COUNTY HAVE BEEN PLANNING FOR THE FUTURE USE OF THE WEST TRENTON LINE EVEN BEFORE IT WAS DEACTIVATED IN 1982. A NEW TRANSPORTATION CENTER INCLUDING A PARK- N- RIDE FACILITY LOCATED ALONG THE WEST TRENTON LINE HAS BEEN SHOWN ON HILLSBOROUGH'S MASTER PLAN SINCE 1975. THE SOMERSET COUNTY MASTER PLAN REAFFIRMS THE NEED FOR THIS PROJECT AS AN IMPORTANT AIR QUALITY STRATEGY FOR THEIR TRANSPORTATION CONTROL MEASURES. IN ADDITION, AT THE STATE LEVEL THE PROJECT IS CURRENTLY INCLUDED IN THE NORTH JERSEY TRANSPORTATION COORDINATING COUNCIL TRANSPORTATION MASTER PLAN UPDATE.

IN FACT, THE MONIES NEEDED ARE A SMALL INVESTMENT TO MAKE IN A PROJECT WHICH MEETS SO MANY LOCAL, REGIONAL, STATE, AND FEDERAL PLANNING OBJECTIVES IN AN ENVIRONMENTALLY CLEAN AND FISCALLY PRUDENT MANNER. IT IS NOT OFTEN THAT SUCH A PROJECT IS NOT ONLY PRACTICAL, BUT IS EMBRACED AT ALL LEVELS OF PARTICIPATION.

MR. CHAIRMAN, I'VE COME TO YOU THIS AFTERNOON QUOTING MANY FACTS AND FIGURES TO SUPPORT OUR CASE, AND NOW I'D LIKE TO CLOSE WITH A PERSONAL NOTE.

IN THE EARLY 1950'S A MAN BY THE NAME OF EDWARD DAMES AND HIS WIFE MOVED DOWN FROM NORTHERN NEW JERSEY TO A VERY RURAL FARMING COMMUNITY CALLED HILLSBOROUGH TOWNSHIP, POPULATION 4,000. MR. DAMES BOUGHT A SMALL HOUSE ON 21 ACRES OF LAND JUST 1 1/2 MILES FROM THE BELLE MEAD TRAIN STATION. YOU SEE MR. DAMES WORKED ON WALL STREET AND HE WOULD USE THE WEST TRENTON LINE TO GET TO NEW YORK EVERY DAY AS OPPOSED TO DRIVING HIS CAR. YES, AS FAR BACK

AS THE EARLY 1950'S THE WEST TRENTON LINE PROVIDED AN ALTERNATIVE TO DRIVING AN AUTOMOBILE TO WORK, LONG BEFORE THE CLEAN AIR ACT WAS EVER THOUGHT OF.

IRONICALLY THE MAN WHO NOW LIVES IN MR. DAMES' HOUSE 1 1/2 MILES FROM THE TRAIN STATION IS HIS GRANDSON THE MAYOR OF HILLSBOROUGH, POPULATION 32,000, WHO TODAY IS BEFORE THIS HOUSE SUBCOMMITTEE ASKING YOU TO CONSIDER REACTIVATION OF THE PASSENGER SERVICE HIS GRANDFATHER USED 40 YEARS AGO.

IN THE WAKE OF ALL YOU HAVE HEARD HERE TODAY I WOULD ASK YOU TO PLEASE CONSIDER THE VALIDITY AND NECESSISTY OF THIS PROJECT AND INCLUDE THE REACTIVATION OF THE WEST TRENTON PASSENGER LINE IN YOUR TRANSPORTATION BUDGET APPROPRIATIONS.

MR. CHAIRMAN, CONGRESSMAN FRANKS AND MEMBERS OF THE SUBCOMMITTEE
THANK YOU FOR YOUR TIME THIS AFTERNOON.

STATEMENT OF

FRANK J. SCHMIEDER

PRESIDENT AND CHIEF EXECUTIVE OFFICER

GREYHOUND LINES, INC.

DALLAS, TEXAS

TO

THE SURFACE TRANSPORTATION SUBCOMMITTEE

OF

THE PUBLIC WORKS AND TRANSPORTATION COMMITTEE

ON

INTERCITY BUS SERVICE AND THE NATIONAL HIGHWAY SYSTEM

WASHINGTON, D.C.

MARCH 10, 1994

Mr. Chairman and members of the Subcommittee:

I am Frank Schmieder, President and Chief Executive Officer of Greyhound Lines, Inc., and I am delighted to be here today to talk with you about ISTEA and the National Highway System and how they affect intercity bus service.

At the outset, I want to express my appreciation for the successful effort that this Subcommittee made to give intercity bus service an appropriate role in ISTEA by including intercity bus projects as eligible items in the discretionary funding categories and for establishing the new intercity bus program in section 18(i). Those provisions have been beneficial to intercity bus service, but I do want to suggest one refinement that would help the intercity bus industry to meet one of its major future capital challenge, compliance with upcoming federal accessibility mandates.

Before I do that, however, let me bring you up to date on how Greyhound is doing.

GREYHOUND'S INFRASTRUCTURE INVESTMENTS

In the two full calendar years since Greyhound emerged from Chapter 11 reorganization, it has invested over \$150 million in intercity bus service. This has been primarily in new buses, new

communications and safety technology, and bus terminal improvements. We have done this to achieve a better level of customer service and to maximize operational efficiency. Greyhound acquired 151 new buses in 1992 and ordered 500 more new buses in 1993. This enabled us to reduce the average fleet age from 9.7 years in 1992 to 7.5 years at the end of 1993. Through further acquisitions and older model retirements, we expect the average fleet age to drop as low as 5.4 years in 1994.

Greyhound now has installed VORAD safety devices on all of its buses. These radar devices enhance safety by emitting a driver alarm whenever an object to the front or side of the bus gets too close. Greyhound is the first major motor carrier to install VORAD on its commercial fleet.

Since we started installing VORAD on our vehicles, we have seen a dramatic improvement in Greyhound's safety performance. In 1993, Greyhound had 4.24 accidents per million miles operated, which was a 21% improvement over the frequency rate in 1992 and a 34% improvement over the 1991 rate. I am confident that Greyhound's VORAD investment contributed significantly to this improved safety performance.

We have also achieved efficiency and enhanced customer service through our communications investments of over \$750,000 in our telephone information center which has enabled us to reduce the

average speed of call by 63%. In addition, Greyhound has invested more than \$6 million in a nationwide reservations system that will guarantee a Greyhound customer with a reservation a seat anywhere in our system and will enable us to achieve a capacity and yield management system similar to those of the airlines.

On the terminal side, Greyhound has invested strategically in the renovation of major terminal facilities like Dallas, Los Angeles, and St. Louis. Given the prohibitive expense of building major new terminal facilities, Greyhound must have access to publicly funded bus terminals or intermodal transportation facilities. Since ISTEA authorizes the use of its discretionary funds for the building of such facilities, Greyhound is hopeful that its long term terminal needs can be met through ISTEA funding.

Greyhound's infrastructure investments have helped it to become a much more efficient company. These efficiencies, in turn, have enabled Greyhound to earn a modest profit in 1992 and 1993, but I am concerned about the future because passenger revenue continued to decline from 1992 to 1993 despite aggressive marketing. If Greyhound is to justify the level of infrastructure investment that it has made, it must improve its return on those investments. That can only be done by continuing to hold operating costs down while improving passenger ridership and revenue.

That is Greyhound's challenge, and in order to meet that challenge,

Greyhound needs to have supportive federal transportation policies. This Subcommittee took the first step in that direction with the creation of the section 18(i) program, which was a set aside from the section 18 program for the states to use "for the development and support of intercity bus transportation". Greyhound believes that program should be modified somewhat to meet the real need for capital assistance to meet the accessible transportation mandates of the Americans with Disabilities Act.

SECTION 18(i) AND ACCESSIBLE TRANSPORTATION

This Subcommittee created the section 18(i) program because it recognized the importance of intercity bus service. Intercity buses serve those that need public transportation, poor and rural Americans, and yet historically, intercity bus service has received far less federal support than competing modes. The result has been a continual decline in intercity bus service, particularly in rural areas.

Section 18(i) was the first federal effort to stop this trend. Assuming the likely full funding of the section 18 program in Fiscal Year 1995 as proposed in the Administration's budget, there will be \$23 million budgeted for 18(i). Like the rest of section 18, the section 18(i) program is administered by the states.

There was originally some opposition to the section 18(i) program

from a few states and local rural transit providers, who objected to a reduction in section 18 funding for local transit purposes. Whatever validity this concern may have had in 1991 has been removed by the massive increase in section 18 funding under ISTEA. In Fiscal Year 1991, the section 18 appropriation was \$57.5 million. In Fiscal Year 1995, assuming the Clinton budget is adopted, the section 18 appropriation will be \$154 million. Even after removing the \$23 million for intercity bus from the Fiscal Year 1995 figure, the remaining Fiscal Year 1995 section 18 amount of \$131 million represents a 128 percent increase in the local transit portion of the section 18 program in 5 years.

Although it is still early in the development of section 18(i), I am concerned about the appropriateness of having the states administer this program. It is like having the states administer the funding of Amtrak. The intercity bus network is an interstate system serving the whole Nation, and it is difficult for states, particularly given the small amount of money available on a per-state basis, to take actions that benefit the entire system. I think it will be important for the Department of Transportation and this Subcommittee to monitor carefully the states' administration of this program to ensure that it is operating efficiently.

One thing, however, is clear. The greatest threat to the stability of the intercity bus industry is the lack of capital to pay for the accessibility mandates of the Americans with Disabilities Act

(ADA), which cannot be met by the section 18(i) program as it is presently structured. States simply cannot be expected to fund the purchase of accessibility equipment that they did not mandate and that will be used largely outside of their borders.

Yet there is an urgent need to address the question of how the federal accessibility mandate for over the road buses will be met. This Subcommittee recognized the difficulty of this problem when it set up special procedures for over-the-road (or intercity) buses in the Americans with Disabilities Act. It directed DOT to adopt accessibility rules for over-the-road buses (OTRB's) which take into account the most cost effective means of meeting the access needs of disabled passengers and ordered the Office of Technology Assessment (OTA) to do a study to support the DOT effort. Unfortunately, the OTA recommended a lift on every bus solution, which would be economically impossible for the industry to implement.

Greyhound has recommended to DOT an alternative that would provide accessibility to its system with station based level change devices like Amtrak's. DOT is now in the process of proposing a final accessibility rule, which will become fully effective in June, 1996.

If DOT were to adopt the OTA recommendations, the annual accessibility costs for the industry would be a minimum of \$20

million, assuming 1000 new buses purchased annually and per bus lift installation costs of \$20,000. Since the concern of this Subcommittee has always been the preservation of regular route bus service and since OTA's lift on every bus requirement only applies to regular route service, the real question is what would the cost be for regular route operators. It can be fairly assumed that at least 600 over the road buses are purchased each year for substantial use in regular route bus service. The cost of accessibility for these buses would be \$12 million.

I firmly believe that the over the road bus industry should receive federal assistance in carrying out this federal mandate that is similar to the assistance received by other modes of surface transportation. Amtrak receives 100% federal funding and local mass transit 90% federal funding for their ADA related capital needs.

In order to provide comparable funding for the intercity bus industry, Greyhound recommends that starting in Fiscal Year 1995, one-half of the section 18(i) funding go into a DOT administered program that provides regular route over the road bus operators with 90% of the cost of equipment purchased to meet the requirements of the DOT's ADA regulations.

Congress intended section 18(i) to be a program "for the development and support of intercity bus service". The most needed intercity bus support for the foreseeable future will be the

provision of funds to pay for ADA-required equipment. Thus our suggestion is merely a mid-course modification intended to ensure that the section 18(i) funds are used most effectively to support intercity bus service.

Not only would this proposal support intercity bus service, it would also enhance the coordination of, and connections between, intercity bus service and local rural transit. Several years back, Greyhound worked hard to establish its Rural Connection Program, which involved coordinated service with rural transit agencies. There were several reasons why the program was not successful, but one complaint that we heard frequently from rural transit operators was that their Federal Transit Administration (FTA) funded equipment was accessible while our over the road buses were not. This service incompatibility would be removed under our proposal and hopefully this would lead to enhanced coordination with local transit in rural areas.

INTERCITY BUSES AND THE NATIONAL HIGHWAY SYSTEM

Greyhound strongly supports the concept of the National Highway System (NHS), and the proposed NHS developed by DOT and the states. We commend the Subcommittee for starting the NHS designation process rapidly, and we hope that final designation legislation can be passed well in advance of the September, 1995 deadline.

In its December, 1993 Report to Congress on the NHS, DOT and its Federal Highway Administration developed a preliminary list of intermodal facilities that "warrant further consideration for connections to the NHS by the States in cooperation with the MPO's and other officials". The list included ports, airports, Amtrak stations, rail/truck facilities, and public transit systems, but no intercity bus terminals.

Since the publication of that list and accompanying maps, Federal Highway Administrator Rodney E. Slater has written to Greyhound agreeing "that highways providing access to major intercity bus facilities should be included on the NHS" and assuring us that "the omission of intercity bus terminals from the maps in no way affects our commitment to include connections to such terminals on the final approved NHS".

The letter, which I have attached, goes on to state that FHWA will work with Greyhound and other intercity bus providers to develop a list of appropriate intercity bus facilities for inclusion on the final NHS. I greatly appreciate Administrator Slater's recognition of the importance of intercity bus service and Greyhound looks forward to working with FHWA to finalize this list.

Clearly, intercity bus facilities have at least as much justification for being connected to the NHS as the other facilities listed. We urge this Subcommittee to ensure an

appropriate list of intercity bus terminals is received from DOT and is included along with the facilities of other modes in the NHS designation bill developed by the Subcommittee.

DOT has also proposed legislation that would require the States and MPO's to develop a list of appropriate connections from the NHS to major terminal facilities. DOT's proposed legislation does include "interstate bus terminals" as one of the eligible facility types. We urge that that eligibility be retained in any similar legislation drafted by the Subcommittee, although we think the use of the more generic term "intercity bus terminals" would be more appropriate.

Although I greatly appreciate Administrator Slater's responsiveness once the omission of intercity bus facilities was made clear, this experience highlights a basic problem with the ISTEA planning process. Intercity bus service and facilities tend to get ignored in the ISTEA process.

There are several reasons for this. First, there is no entity at DOT with primary responsibility for intercity bus service. FTA has the rural bus program; FHWA deals with bus safety and infrastructure; and the Office of the Secretary handles accessibility and overall policy issues. But unlike the other passenger modes -- airlines, mass transit, and intercity rail -- there is no agency that has primary responsibility for promoting

the health and stability of the intercity bus industry.

Second, the problem is even worse at the state and local level where intercity buses that travel out of state often are not viewed as being an integral part of state or local transportation plans. Third, intercity bus service is operated by private companies totally focused on maintaining efficient operations. They rarely have the time or expertise to deal effectively with the public planning process.

The failure to integrate intercity bus service into the transportation planning process could be very damaging to the long term prospects for that service. I have already described the infrastructure commitment that Greyhound has made in the intercity bus industry, but that investment has to be focused on the vehicles, the technology and the people that make the intercity bus industry run. Other than selected upgrades, security improvements and routine maintenance, neither Greyhound, nor anybody else in the intercity bus industry has the capital to invest in new terminals. The construction and land costs are simply prohibitive.

Yet the terminal needs are enormous. Of the more than 2500 locations that Greyhound serves, we own or lease 453 bus terminals. Many of those facilities are more than 40 years old and need to be replaced. Many others need to be renovated in order to make them

attractive to the public. I estimate that the capital that Greyhound needs to upgrade its terminals is well in excess of \$500 million.

Clearly, the image of intercity bus terminals must be upgraded to make intercity bus service more attractive to the travelling public, but that can only happen with a substantial public investment in a terminal building program. For the most part, these terminals could, and should, be part of intermodal transportation centers. There is tremendous mutual benefit in having local mass transit and intercity buses located in the same building.

Right now, Greyhound is a rent paying tenant in 73 publicly funded transportation centers. Those centers generally have been successful both for Greyhound and for the other public and private entities involved. But these 73 facilities represent only 16.5% of our total owned or leased terminals. I would like to see that percentage rise dramatically in the next few years.

We recognize that this is a critical time if that is to be accomplished. With the issuance of the final DOT planning regulations last fall, state departments of transportation and metropolitan planning organizations are in the process of putting together their ISTEA required systems, plans and programs. Greyhound has undertaken to identify its priority terminal needs and to make states and MPO's aware of those needs so that they may

be appropriately included in the plans, but we could use some help in removing the obstacles that I described above.

This Subcommittee has recognized the importance of including intercity bus facilities in the Nation's transportation infrastructure program by including those facilities as eligible projects for ISTEA funding. We would greatly appreciate the Subcommittee taking whatever action it thinks is appropriate to see that intercity bus facilities receive full consideration in the ISTEA planning process.

This might include ensuring that there is an appropriate focus at DOT for intercity bus programs. Particularly in light of the omission of the intercity bus facilities from the DOT NHS presentations and maps, it should include appropriate oversight to make sure that DOT develops an appropriate list of bus terminal recommendations, conveys that list to state and local decisionmakers, and makes clear in its guidance to state and local planners its intent that intercity bus facilities receive full consideration in their planning process. Finally, it might include direction to DOT to include the eligibility of intercity bus facilities as a component of the education, guidance and oversight process of state and local planning agencies.

Greyhound understands that in the final analysis, the inclusion of intercity bus facilities in ISTEA funding is a state and local

decision and that we must make our case directly to the state and local planning agencies, but if we could get guidance from DOT comparable to what it has given the states and local governments with regard to other modes, intercity bus facilities would be much more likely to receive the consideration that they deserve.

Thank you again for the opportunity to present Greyhound's views today, and I hope I will be happy to answer any questions that you might have.



U.S. Department
of Transportation

Federal Highway
Administration

February 18, 1994

Refer to: HPO-1

Mr. Theodore Knappen
Government Affairs Representative
Greyhound Lines, Inc.
1001 G Street, NW.
Washington, D.C. 20001

Dear Mr. Knappen:

Thank you for your January 5 letter regarding the recommended National Highway System (NHS) we submitted to Congress on December 9, 1993. I appreciate your letting me know of your concern that the report and the accompanying maps did not include major intercity bus facilities.

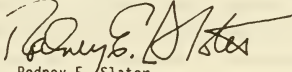
First, we agree that highways providing access to major intercity bus facilities should be included on the NHS. In this regard, our report to Congress proposed legislative language to provide that such intermodal connections be identified by the States in cooperation with local officials within 2 years after legislation is enacted approving the NHS. I call your attention to the proposed amendment to Section 103 of Title 23, United States Code, on page 19 of the report. Proposed Section 103(c)(2) includes "interstate bus terminals" among the facilities to be identified. Our position is quite clear, therefore, on including connections to major intercity bus terminals on the proposed NHS.

Second, the omission of intercity bus terminals from the maps in no way affects our commitment to include connections to such terminals on the final approved NHS. The ports, airports, rail/highway terminals, and Amtrak stations included on the maps are illustrative. They were intended to show how the NHS will support an intermodal, integrated National Transportation System, but they do not necessarily represent the facilities that will be included on the final NHS.

As noted above, we recognize that identification of major intermodal facilities, including intercity bus facilities, and appropriate connections, requires more work. We will soon be taking steps to initiate this work in cooperation with the American Association of State Highway and Transportation Officials, the State transportation departments, and the metropolitan planning organizations. Mr. Kevin E. Heanue, Director, Office of Environment and Planning, informs me that you have given him a list of major intercity bus facilities. Your help comes at an opportune time. Mr. Heanue and his staff will work with you and other public and private providers of transportation services, as appropriate, to complete this important element of the NHS during the coming months.

All maps have now been completed and submitted to Congress. Time did not permit us to identify the geographical reference points for the intercity bus terminals, and we will not be revising the maps to include them as you requested. However, the omission of intercity bus facilities does not detract from our commitment to ensure that the final NHS provides appropriate connections to major intermodal terminals.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Rodney E. Slater". The signature is fluid and cursive, with the first name "Rodney" being more prominent.

Rodney E. Slater
Administrator

cc:
The Honorable Gordon J. Linton
Federal Transit Administrator

Impacts of the Proposed I-69 Extension on Rural Areas
Surface Transportation Subcommittee

Presented by Gary Seibert, Gibson County Farmer

RR 2 Box 135, Ft. Branch, IN 47648, 812-795-2632

March 10, 1994

Land is the nation's most valuable non-renewable natural resource. We not only have to occupy the land but also live from it. At this year's meeting of the American Association for the Advancement of Science it was reported that land degradation will lead to a twenty percent decline in the world's food production during the next twenty-five years. The American Farmland Trust estimates that nationwide we are losing two million acres of farmland per year to development of all types. Preliminary studies for the 100 miles of new construction for the I-69 extension estimate between 4,000 and 5,000 acres will be taken. Of this total approximately 70% will be farmland, much of it prime farmland. Along the southern portion of the route additional farmland will be taken for borrow pits to raise the right-of-way above the 100 year floodplain.

In Gibson County alone, this proposed highway will impact five of the county's fourteen dairy farms. Each of these farms has a gross annual income of over \$500,000. This money is turned over in the region's agriculturally dependent communities seven times. These are industries that will be lost and are not even mentioned in the feasibility studies. This new terrain highway will destroy numerous other cash grain, poultry, and swine facilities. This highway will also negatively impact our local community by decreasing the property tax base and taking from the funds used to support our public schools and infrastructure.

Interstate transportation is not effective transportation for agricultural producers. Due to the volume of commodities in the grain belt states, truck transportation to markets more than fifty miles for large producers and thirty miles for small ones is very inefficient. The major markets must be served by rail or barge. One rail car has the same capacity as four semi-

trucks and one barge container carries more grain than fifty-two semi-trucks. Several of these containers are combined in a tow. These figures hold true for other bulk commodities such as: coal, rock, and fuel. Industry realized the the need for mass transportation over twenty years ago. Much freight that is moved long distances is accommodated by barge and rail, including piggyback rail, to within thirty to fifty miles of its destination before being delivered by truck.

The largest transportation problem facing agriculture today is obsolete county roads and highways. Hauling our grain, livestock, produce, and machinery over bridges with four ton limits and county roads that are posted to heavy traffic all winter or hauling to markets thirty miles away on broken blacktop roads and gravel roads and dirt roads. These are the problems farmers face every day. We also have to worry about school buses that have to detour several miles out of their way to avoid unsafe bridges, or worse yet, have them not avoid the bridges.

Interstate-64 cuts across all of southern Indiana, including the area where I live. When I-64 was being proposed we were told the same things we're being told now about I-69--it will bring jobs and economic development. In reality it only took our land and dried up the economy of many rural towns in Indiana and Illinois. We've seen first hand what an interstate can do and we don't want, or need, another one.

Our highways are cluttered with vehicles containing one person, all going in the same direction. Our nation has allowed itself to become vulnerable to weather patterns and energy blackmail. One inch of snowfall, a traffic accident, or even road repairs can nearly halt our transportation system. Our over polluted cities are in violation of air quality standards, and one of the main contributors is auto exhaust. Building more roads just encourages people to drive more. Transportation officials and politicians need to pay close attention to cities like Los Angeles, Atlanta, and New York. Building more highways has certainly failed to solve the transportation problems of those cities. Every morning news media and police have to patrol

with helicopters to report all the accidents and traffic jams, as well as the drive-by shootings.

Financially burdening our cities and states with new highways when they can't maintain the ones they have is not the way to economic prosperity. You cannot create a better highway system by building more roads when existing roads are where the problems lie. Our communities need better mass transit systems. Indiana's nickname, "The Crossroads of America", was coined in the early part of this century when we had the best inter-urban train system in the country. We can still learn from the past. We have no problem driving across the country but we frequently can't get across town. We are twenty years behind many other countries in our mass transit systems.

I would like to close by saying that building a new interstate is not going to solve transportation problems for my community but only worsen them. This proposed project will take money from state funds that could have been used to work on our real problems. The I-69 extension will consume thousands of acres of prime farmland, wetlands, woods and other natural areas. It will disrupt lives in many communities by cutting them off from neighbors and relatives. This highway will also encourage more people to drive while further degrading our air, water, and land resources. I ask you, members of Congress, to consider, are we going to fix up the highways we have and then adapt to the twenty-first century with economical and environmentally safer mass transit, or should we continue with the highway building schemes of the 1950s?

And I plead with you to remember--small, independent farmers need help, not road blocks. That is what the I-69 extension will be, a great dam that splits up our farms and separates our communities. We have a name for it when you take our homes our farms our natural resources and our way of life and promise us pie-in-the-sky in return. It's called rural exploitation. We've heard it all before and we decline your offer. Thank you very much.

TESTIMONY OF
COMMISSIONER WAYNE SHACKELFORD
GEORGIA DEPARTMENT OF TRANSPORTATION
BEFORE
THE HOUSE SUBCOMMITTEE ON SURFACE TRANSPORTATION
WASHINGTON, D.C.
MARCH 10, 1994

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE, IT IS A GENUINE PLEASURE FOR ME TO APPEAR BEFORE YOU AND TO INFORM YOU ABOUT THE EXCITING WORK WE ARE UNDERTAKING IN GEORGIA TO ADDRESS NOT ONLY THE MANDATE, BUT THE VERY SPIRIT OF THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA) THAT YOU ENACTED INTO LAW.

AS YOU KNOW WE ARE FORTUNATE TO BE THE FOCUS OF MUCH NATIONAL AND INTERNATIONAL ATTENTION, BECAUSE OF RECENT EVENTS (1994 SUPER BOWL) AND BECAUSE OF THE SIGNIFICANT QUADRENNIAL EVENT THAT IS TO OCCUR IN OUR STATE IN 1996 (SUMMER OLYMPIC GAMES). AN EVENT THAT WILL DRAW THE WORLD'S ATTENTION NOT ONLY TO OUR GRACIOUS HOSPITALITY, BUT JUST AS IMPORTANT, TO THE EXCELLENT QUALITY OF OUR NATION'S TRANSPORTATION SYSTEM.

WE IN GEORGIA ARE VERY PROUD OF THE OPPORTUNITY WE HAVE TO DEMONSTRATE THE AMERICAN TECHNOLOGY THAT WILL ENABLE US TO CREATE THE SEAMLESS TRANSPORTATION SYSTEM YOU ENVISIONED IN PASSING THE ISTEA LEGISLATION.

THAT IS WHY I APPEAR BEFORE YOU TODAY TO EXPRESS MY STRONG SUPPORT AND TO URGE YOUR CONSIDERATION FOR SUPPORTING KEY PROJECTS WE HAVE REQUESTED TO SUCCESSFULLY ACHIEVE THESE GOALS.

MR. CHAIRMAN, AS YOU KNOW, WE HAVE REQUESTED \$100,028,000 IN STATUTORY AUTHORIZATION (THE 80 PERCENT FEDERAL SHARE) TO PROVIDE FUNDING FOR THE CONSTRUCTION OF A STATE OF THE ART INTERMODAL PASSENGER TERMINAL IN ATLANTA THAT WILL PROVIDE THE INTERFACE FOR AMTRAK, COMMUTER RAIL, RAIL FREIGHT, INTRACITY PASSENGER RAIL, INTERCITY BUS LINES, ATLANTA'S MARTA RAPID RAIL SYSTEM, RENTAL CARS, DOWNTOWN PEDESTRIAN PATHS, TAXIS AND LIMOSINES.

THIS TERMINAL REPRESENTS THE CORNERSTONE OF OUR COMMUTER RAIL AND INTERCITY PASSENGER RAIL INITIATIVES. IT WILL BE THE KEY TO SEAMLESS TRANSPORTATION FOR GEORGIA, AND TO AIR QUALITY IMPROVEMENT AND CONGESTION MANAGEMENT FOR METRO ATLANTA. AND IT WILL PLAY A VITAL ROLE IN MEETING GEORGIA'S TRANSPORTATION NEEDS FOR THE 21ST CENTURY. IT WILL MOVE ATLANTA AND GEORGIA A GIANT STEP CLOSER TO FUTURE PROSPERITY AND GROWTH.

ON FEBRUARY 7 ATLANTA MAYOR BILL CAMPBELL PRESENTED ME A CHECK FOR \$2,881,953 IN LOCAL MATCHING FUNDS TO INITIATE THE \$7.72 MILLION CONTRACT FOR DESIGN OF THE TERMINAL. THIS STEP COULD NOT HAVE BEEN TAKEN WITHOUT A CONCENTRATED EFFORT BY THE CITY OF ATLANTA, THE ATLANTA CHAMBER OF COMMERCE AND DEDICATED GEORGIA BUSINESS AND FINANCIAL LEADERS. AND THEY ARE TO BE COMMENDED FOR THEIR TIMELY RESPONSE TO AN URGENT NEED.

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE, I WANT TO IMPRESS UPON YOU THE POSITIVE ACTIONS WE ARE TAKING IN GEORGIA TO MAKE THIS IMPORTANT PROJECT A REALITY. AND I WANT TO EMPHASIZE THE TREMENDOUS SPIRIT OF COOPERATION WITH WHICH WE ARE UNDERTAKING THIS TASK. WE CANNOT DO THIS ALONE. WE NEED YOUR HELP AND WE LOOK FORWARD TO WORKING WITH YOU IN ACHIEVING THIS GOAL.

MR. CHAIRMAN, I ALSO WISH TO BRING TO YOUR ATTENTION ANOTHER CRITICAL PROJECT THAT IS HIGH ON OUR PRIORITY LIST FOR STATUTORY AUTHORIZATION. THAT IS THE SIDNEY LANIER BRIDGE REPLACEMENT PROJECT AT THE PORT OF BRUNSWICK IN GLYNN COUNTY, GEORGIA.

IN 1972, TEN PEOPLE WERE KILLED WHEN A SHIP STRUCK THE SIDNEY LANIER BRIDGE, HITTING IT SOUTH OF THE LIFT SPAN AND KNOCKING A SECTION OF THE APPROACH ROADWAY INTO THE RIVER. THE SAME BRIDGE WAS STRUCK AGAIN IN 1987. THIS TIME A VESSEL HIT THE SOUTH PIER OF THE LIFT SPAN, CAUSING SEVERE DAMAGE. ALTHOUGH NO DEATHS RESULTED DIRECTLY, ONE WORKER LOST HIS LIFE DURING RECONSTRUCTION OF THE BRIDGE. IN BOTH INSTANCES COSTS TO REPAIR THE BRIDGE AMOUNTED TO OR EXCEEDED \$1,300,000.

IN THE 1990 COAST GUARD ACT, CONGRESS DESIGNATED THIS BRIDGE A HAZARD TO NAVIGATION AND CALLED FOR ITS REMOVAL. UNDER PROVISIONS OF THE TRUMAN-HOBBS ACT, GEORGIA HAS RECEIVED \$11,900,000 IN FEDERAL APPROPRIATIONS TO BEGIN REMOVAL AND REPLACEMENT OF THE BRIDGE. THE FUNDS HAVE BEEN USED TO ADVANCE THE ENGINEERING AND DESIGN FOR A NEW HIGH LEVEL FIXED SPAN BRIDGE THAT WILL REMOVE THE THREAT TO PUBLIC SAFETY AND PROVIDE THE NAVIGATION CLEARANCE NECESSARY FOR THE PORT OF BRUNSWICK TO REMAIN COMPETITIVE IN THE FUTURE.

AS YOU ARE AWARE MR. CHAIRMAN, IN 1993, CONGRESS ADOPTED MEASURES THAT RESTRICT FURTHER USE OF TRUMAN-HOBBS FUNDING FOR PUBLIC BRIDGES. BRIDGES SUCH AS THE SIDNEY LANIER BRIDGE, ALTHOUGH PREVIOUSLY ELIGIBLE AND PARTIALLY FUNDED, NO LONGER QUALIFY FOR 50 PERCENT MATCHING FEDERAL FUNDS FOR REMOVAL AND REPLACEMENT.

WITH REPLACEMENT OF THE BRIDGE AND DEEPENING OF THE CHANNEL, IT IS ESTIMATED THAT SALES REVENUES WILL INCREASE BY \$464 MILLION ANNUALLY; PERSONAL INCOME WILL INCREASE BY \$107 MILLION ANNUALLY; TAX REVENUES WILL INCREASE BY \$15.8 MILLION ANNUALLY; AND JOBS WILL INCREASE BY 1,100 BY THE YEAR 2010. THE VALUE OF INCREASED TONNAGE INTO THE PORT OF BRUNSWICK BY THE YEAR 2010 IS ESTIMATED AT \$183,000,000 IN 1991 DOLLARS.

TO ADVANCE THE REPLACEMENT OF THE SIDNEY LANIER BRIDGE, IN COMPLIANCE WITH THE REQUIREMENTS OF THE TRUMAN-HOBBS ACT, GEORGIA IS REQUESTING STATUTORY AUTHORIZATION UNDER TITLE 23 TO COMPLETE FINAL DESIGN PLANS AND INITIATE CONSTRUCTION CONTRACTS. OUR REQUEST IS FOR A SPECIAL AUTHORIZATION OF \$66,335,000 WHICH REPRESENTS THE 80 PERCENT FEDERAL SHARE AVAILABLE UNDER ISTEA. I ASK YOUR FAVORABLE CONSIDERATION OF THIS REQUEST.

IN ADDITION TO THESE REQUESTS, MR. CHAIRMAN, THE DEPARTMENT HAS HIGHLIGHTED TWO OTHER PROJECTS AS PRIORITIES. THE APPALACHIAN SCENIC PARKWAY PROJECT (\$4.0 MILLION) WILL PROVIDE A CONTINUOUS EAST-WEST LINKAGE DIRECTLY AFFECTING MORE THAN 700,000 PEOPLE IN NORTH GEORGIA'S APPALACHIAN REGION. THIS 147-MILE MULTI-LANE PARKWAY WILL GREATLY IMPROVE HIGHWAY SAFETY, AND IT WILL PROVIDE NEEDED INFRASTRUCTURE TO STIMULATE ECONOMIC DEVELOPMENT AND EXPANDED TOURISM.

THE STATE ROUTE 61 CONNECTOR PROJECT (\$7.2 MILLION) WILL PROVIDE DIRECT BENEFITS BY INCREASING THE SAFETY AND SECURITY OF THE PEOPLE OF DOUGLAS AND CARROLL COUNTIES, GEORGIA. IN ADDITION, A MAJOR NEW EMPLOYER IS EXPECTED TO LOCATE IN THE IMMEDIATE AREA, RESULTING IN THE CREATION OF 1,000 JOBS, AND TRIPS TO THE AREA OF 850,000 TO 1,000,000 VISITORS PER YEAR.

MR. CHAIRMAN, I ENTHUSIASTICALLY ENDORSE THESE PRIORITY PROJECTS FOR YOUR CONSIDERATION AND I APPRECIATE THE ASSISTANCE AND SUPPORT YOU HAVE GIVEN THE STATE OF GEORGIA IN THE PAST.

THANK YOU.

TESTIMONY BY
THE HONORABLE PHIL SHARP
BEFORE THE SURFACE TRANSPORTATION SUBCOMMITTEE
OF THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
MARCH 10, 1994

Committee Members:

Thank you for allowing me the opportunity to appear before the Subcommittee with leaders from Columbus, Indiana. I appreciate the Committee's interest in the Columbus "Front Door" project.

The group I want to present to you today includes: Mayor Robert Stewart; City of Columbus; Rich Stenner, Director, Columbus 2000. They both have had an important role in putting together a multifaceted project that has significance in Columbus, in my state, and in the nation.

Columbus Indiana is a city known for its community spirit and expert planning. I know of few other cities the size of Columbus that have the ability to bring the public and private sectors together behind projects to benefit the community as a whole and to be so successful at them. Leaders in Columbus conduct extensive needs assessments, solicit community input, use local people and bring in outside experts to complete the tasks they determine are important. They are well-positioned to demonstrate to other communities how to handle issues facing smaller cities.

The project that I bring before you today is authorized in the Intermodal Surface Transportation Efficiency Act of 1991. The project is a demonstration of The Front Door or Entranceway, which is one part of a larger initiative known as Columbus 2000. The Front Door project refers to the reorientation of

the city that has taken place since the Columbus exit from Interstate 65 to Indiana State Road 46 was built. Another entrance to Columbus is State Road 31 from north of the city to downtown. Development naturally followed the route of the Interstate System. The resulting congestion and safety problems are some of the principal reasons why this demonstration is needed.

Since many other communities also were by-passed when the interstate highway system was developed, local officials in numerous places will benefit from the way this project develops a more urbanized link between Columbus and the interstate. This connection will provide a significant boost to the local efforts for community and economic development.

The concepts developed by the Columbus project already are being recognized beyond the community. Besides serving as a focal point for discussions at a joint conference held by the Indiana Society of Architects and the Indiana Chapter of the American Society of Landscape Architects, several professional periodicals have reported on the findings and concepts developed by the Columbus project team.

The project is well underway with nearly all planning, design and engineering completed. Contracts have been let and the state and local governments and groups have shown their continuing commitment. The non-federal match is being made. Representatives from Columbus will tell you more about the progress. As of March 10, the total project cost is estimated at \$54.3 million with total federal monies calculated at \$30.7. At this point, I respectfully request the committee's support for \$16.6 which is an adjusted cost taking into account better cost estimates as we go to construction on the Second Street Bridge element of the project. I am requesting that this demonstration project be funded without reducing the State of Indiana's allocation of federal highway funds.

The people in Columbus and in the State of Indiana have put so much into the Front Door project, I believe all of the funds already committed to it surely should fully qualify as non-federal matching money for the project.

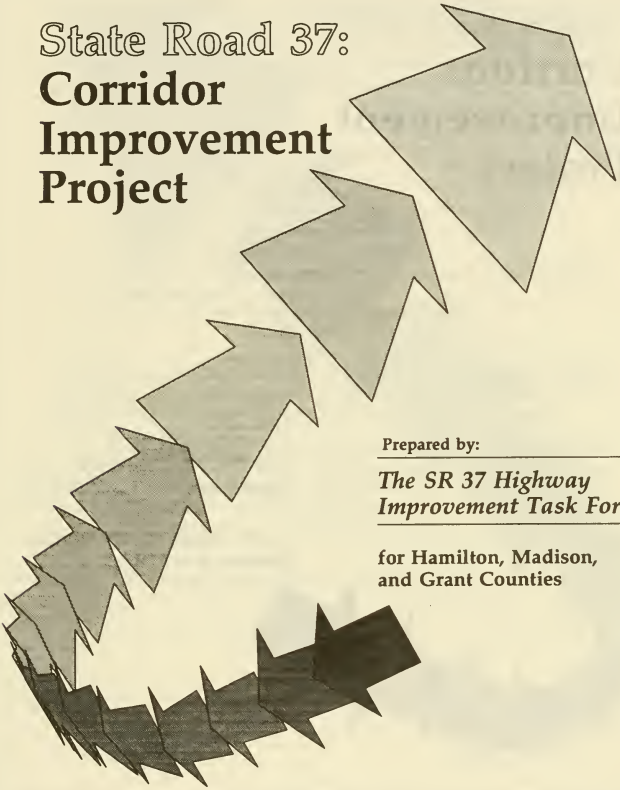
Again, I appreciate the Committee's support in the past, and I look forward to working with all of you this year. I would like to give Mayor Stewart an opportunity to speak to any points I have made or any I have left out and to help respond to any questions you may have. Thank you for your time and for considering our request.

State Road 37: Corridor Improvement Project

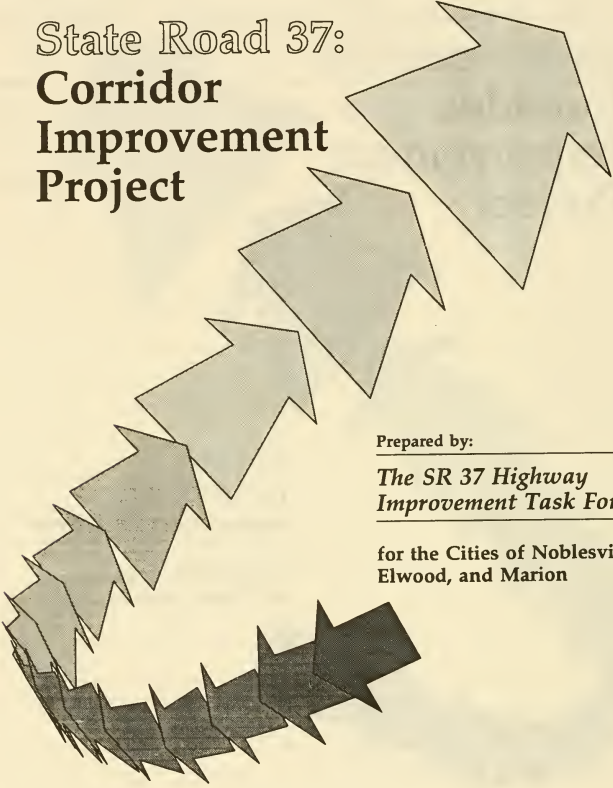
Prepared by:

*The SR 37 Highway
Improvement Task Force*

for Hamilton, Madison,
and Grant Counties



State Road 37: Corridor Improvement Project



Prepared by:

*The SR 37 Highway
Improvement Task Force*

for the Cities of Noblesville,
Elwood, and Marion

In Appreciation

This document was prepared by the Madison County Council of Governments for the expressed purpose of capsulizing recommendations from the State Road 37 Highway Improvement Task Force, with representatives from Hamilton, Madison, and Grant counties. Such an effort required intensive teamwork on the parts of many individuals. We would like to specifically thank:

*U.S. Congressman Phil Sharp
Staff Aide Byron Klute
Administrative Assistant Ron Gyure
State Senator Luke Kinley
State Representative Pete Beck
Mayor Mary Sue Rowland, City of Noblesville
Assistant Planning Director Andy Wert
Mayor Denny Robinson, City of Elwood
Phil Brown, Economic Development Director/Board of Public Works
Mayor Ron Mowery, City of Marion
Community Development Director Madonna French*

Thank you as well to the many public and private individuals in each community who support this project. In addition, we would like to express appreciation to the following MCCOG staff members for their contributions:

<i>Jerrold L. Bridges</i>	<i>--</i>	<i>Project coordination, narrative development, and recommendations</i>
<i>Peter J. Mitchell</i>	<i>--</i>	<i>Traffic analysis and recommendations</i>
<i>Bruce Burnett</i>	<i>--</i>	<i>Project maps and data gathering</i>
<i>Lisa Livingston</i>	<i>--</i>	<i>Graphic design and manuscript editing</i>

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State Road 37 Corridor Improvement Project

Task Force Vision Statement

The SR 37 Highway Improvement Task Force endorses the idea of expanding State Road 37 North from its current two-lane capacity at Allisonville Road in Noblesville to a four-lane limited access highway terminating in Marion. As justification for this project, the Task Force asserts that continued safe and efficient transportation is vital to the communities of Marion, Elwood, and Noblesville.

In addition, projections reveal continued growth and development along the corridor. Taking advantage of existing economies with respect to right-of-way acquisition is wise fiscal policy and a prudent investment in the future of central Indiana. The Task Force respectfully requests the State of Indiana to explore this project with the sincere relevance it deserves.

The task force itself is comprised of representatives from the three cities of Noblesville, Elwood, and Marion, as well as representatives from Hamilton, Madison, and Grant counties. Participants have come from a myriad of public and private-sector organizations and individuals, including elected officials at the local, state, and federal levels, business representatives, Chambers of Commerce, and planning agencies.

Design Scope of Project

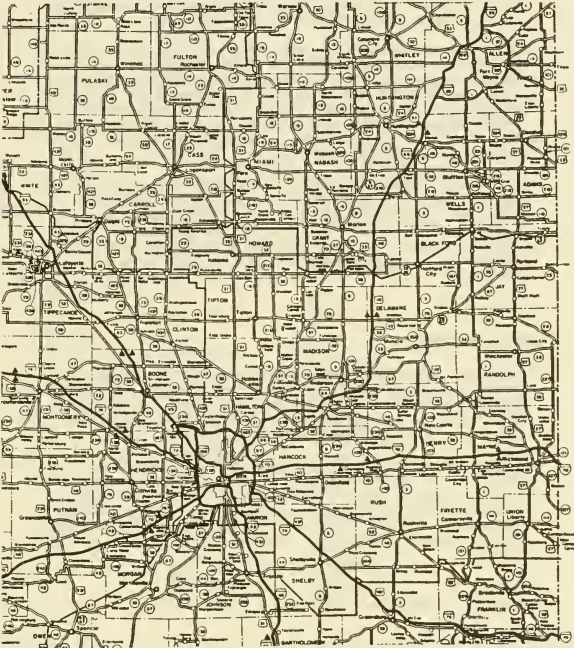
To study the feasibility of upgrading an existing two-lane facility into a four-lane, limited-access thoroughfare from north of Noblesville (Strawtown) to Marion, Indiana. (See attached maps.) The State of Indiana has already made the southern half of the corridor a priority in regard to study for proposed improvements.

Introduction to Proposal

State Road 37 serves as a pivotal link for the future economic vitality of east central Indiana, particularly for its western counties. Hamilton, Madison, and Grant counties are considered among the top fifteen (15) in the state regarding population and economic activity. According to *The Indiana Transportation*

Map A:***Indiana Interstate Network Reference***

N



System (Indiana Department of Transportation, March 1992) all three (3) counties that State Road 37 passes through are included in the strategic twenty-eight (28) counties contributing to the Indiana economy. Although each county lies within a short commuting distance of the Indianapolis area, commuting time for residents of Grant and Madison counties is extended due to the inadequacy of the arterial which links the areas together.

The road provides for connectivity between the major metropolitan area of Indianapolis at its southern terminus to its northern terminus at the city of Marion. It merges with I-69 at its southern terminus in Hamilton County and connects with State Routes 238, 38, 32, 213, 128, 13, 28, and 26 until it merges with State Road 9 in Grant County in Marion. Part of its attractiveness as a corridor for improvements is that it links to both I-69 (two miles north of the I-465 hub) and State Road 26, which are road elements on the *National Highway System* designation for Indiana.

Unfortunately, congestion and travel time are increasingly a problem in the corridor. Before the horizon year 2010, these problems will become a major concern to outlying areas that have individual and business commuting over the present two-lane facility north of Noblesville. The opportunity exists at this time to develop a limited-access, four-lane facility to mitigate future congestion at a fraction of the cost of later development, if planning begins immediately.

Volume Counting

The volume counts of SR 37 reflect a mix of commuters, commercial vehicles, and local slow-moving traffic. State Routes 28 and 13 contribute the highest load factor of commercial vehicles onto SR 37. In a Grant County Economic Growth Council survey, twenty-one percent (21%) of all manufacturers' key suppliers are located in Indianapolis and tend to use SR 37.

As segments from the SR 28/13 area progress south, the commercial mix becomes more prevalent. The Average Daily Traffic (ADT) ranges from 10,000 to 15,000 vehicles from SR 213 to Allisonville Road. It is within these ranges that the traffic flow pattern becomes intermixed with local left-turn conflicts and reduced travel speed. The intermix of local and through traffic contributes to the fluctuations of high speed travel conflicts.

SR 37 Extension Study Area -- Vehicle Volume Counts*

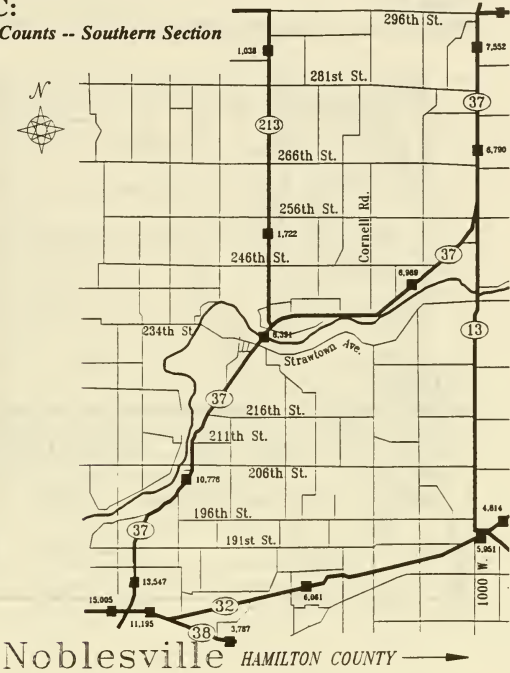
Segment	From	To	ADT
SR 37	SR 9	CR 300 S/50th St	8,270
	CR 300 S	US 35/SR 22	5,035
	US 35/SR 22	SR 26	3,511
	SR 26	CR 1900 N/MadCnty	3,290
	CR 1900 N	SR 28	3,577
	SR 28	CR 1100 N/"P" St	6,238
	CR 1100 N	SR 13 Jct	4,395
	SR 13 Jct	SR 128/CR 800 N	7,651
	SR 128/CR 800 N	281st St/CR 650 N	7,552
	281st St/CR 650 N	256th St/Hamilton Cnty	6,790
	256th St	SR 213	6,989
	SR 213	Strawtown Ave	8,391
	Strawtown Ave	186th St	10,776
	186th St	SR 32	13,547
	SR 32	SR 238	22,258
	SR 238	I-69 Interchange	25,372
US 35/SR 22	SR 9	SR 37	2,970
	SR 37	SR 13	3,908
SR 26	SR 9	SR 37	2,705
	SR 37	SR 13	2,274
SR 13	US 35/SR 22	SR 26	2,484
	SR 26	CR 1900 N/MadCnty	1,833
	CR 1900 N	CR 1500 N	2,131
	CR 1500 N	CR 1300 N	3,041
	CR 1300 N	N "F" St/Elwood	7,099
	N "F" St/Elwood	SR 28	13,028
	SR 28	S "P" St/Elwood	19,476
SR 28	S "P" St/Elwood	SR 37 Jct	6,768
	SR 9	CR 75 West	7,044
	CR 75 W	CR 450 W	6,691
	CR 450 W	SR 37	7,453
	SR 37	CR 800 W	11,725
	CR 800 W	SR 13	21,231
	SR 13	9th St/Elwood	11,251
	9th St/Elwood	1000 W/County Line	5,929

Vehicle Volume Counts, Continued

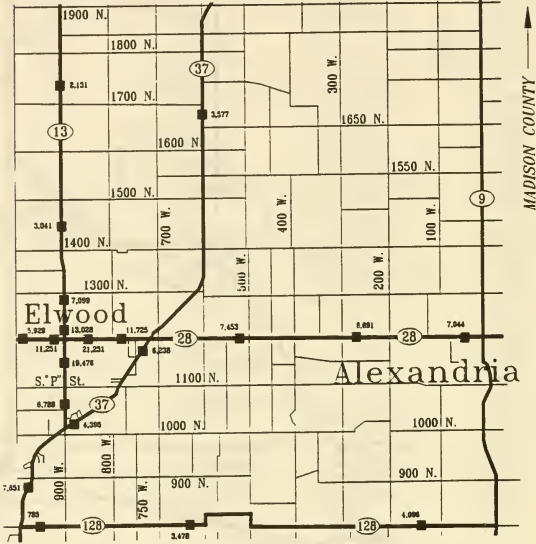
Segment	From	To	ADT
SR 128	SR 9	CR 400 W	4,096
	CR 400 W	CR 800 W	3,478
	CR 800 W	SR 37	785
SR 213	Tipton County Line	266th St	1,038
	266th St	SR 37 Jct	1,722
SR 32	CR 200 W/Raible Ave	CR 300 W/Park Rd	10,235
	CR 300 W	CR 400 W	8,016
	CR 400 W	CR 925 W	6,470
	CR 925 W	SR 13	4,814
	SR 13	Hamilton County Line	5,951
	Hamilton County Line	SR 38 Jct South	6,061
	SR 38 Jct South	SR 37	11,195
	SR 37	10th St/Noblesville	15,005
SR 38	SR 36	I-69 Interchange	5,631
	I-69 Interchange	CR 675 W	2,319
	CR 675 W	SR 13	4,096
	SR 13	Hamilton County Line	2,727
	Hamilton County Line	Middletown Avenue	2,539
	Middletown Avenue	SR 32 Jct East	3,787
SR 238	SR 13	113th St	1,579
	113th St	I-69 Interchange	1,667
	I-69 Interchange	Primrose Rd	2,760
	Primrose Rd	SR 37	4,968
US 36/SR 67	SR 9 Jct South	CR 900 South	9,528
	CR 900 S	Hancock County Line	7,121
I-69	SR 9/109 Exit #26	SR 9/67 Exit #22	34,756
	SR 9/67 Exit #22	SR 38 Exit #19	33,906
	SR 38 Exit #19	SR 13 Exit #14	36,368
	SR 13 Exit #14	SR 238 Exit #10	40,674
	SR 238 Exit #10	SR 37 Exit #5	39,294
	SR 37 Exit #5	I-465 Junction	84,617

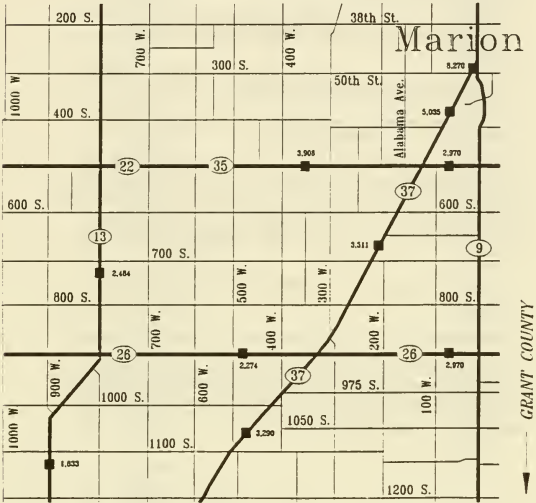
*All counts have been adjusted to reflect January 1994 vehicle volumes.
Source: INDOT Traffic Flow Summary, 1990.*

Map C:
Volume Counts -- Southern Section



Map D: Volume Counts -- Central Section



Map E:**Volume Counts -- Northern Section**

SR 37 Corridor Physical Characteristics

The road segment from Allisonville Road to the SR 213 Junction has various locations in which poor sight clearance becomes a contributing factor to the incidence of accidents as elaborated below.

The 206th Street intersection is particularly hazardous for the eastbound approach traveling through and turning North, westbound turning South, and southbound turning East.

The 211th Street intersection is a three-way intersection that creates problems for the westbound approach turning North and South.

The 216th Street intersection is also a three-way intersection that has sight clearance problems for all entering approaches.

The Essig Avenue to SR 213 Road Segment has several intersecting points that conflict with ingress/egress of the through traffic. Commercial vehicular traffic combines with commuting passenger vehicles which create several turning-conflict situations. The Strawtown Auction Barn, Strawtown Mini-Mart, and the Strawtown Bridge at White River have experienced severe accidents due to the poor sight clearance and to the diversity of highway approach speeds near these locations.

The SR 128 to SR 13 Junction North Segment has poor clearance problems coupled with the mixture of slow-moving commercial vehicles and high-speeding commuters.

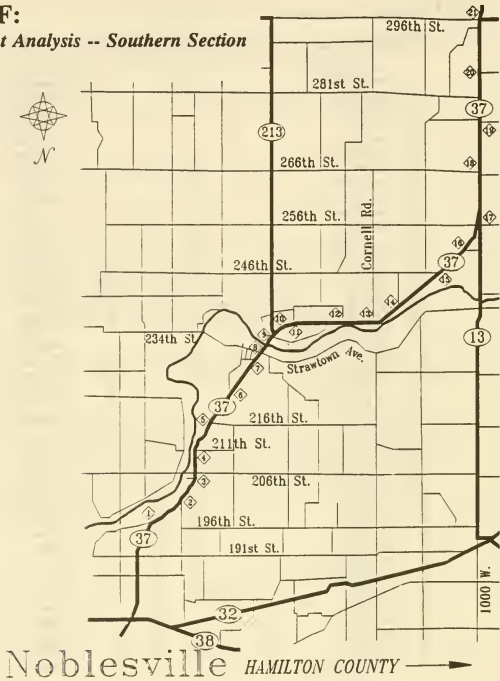
The SR 37 Corridor Operational Characteristics focus upon the mixture of high-speed commuting passenger cars, slow-moving passenger cars, extra-wide commercial carriers, and high-speed trucks. The frequency and mix of high-speed and slow-moving vehicles can be examined throughout the various segments of the study area in regard to safety. As illustrated in the chart below, the safety problems are further exacerbated by a substantial number of No Passing Zones along the entire length of the corridor.

From	To	Length	% No Pass	Length No Pass
Allisonville Rd	SR 213	4.6 M	63%	2.898 M
SR 213	SR 13 S Jct	4.9 M	14%	0.644 M
SR 13 S Jct	SR 13 N Jct	6.3 M	17%	1.071 M
SR 13 N Jct	SR 28	2.7 M	58%	1.566 M
SR 28	SR 26	9.9 M	9%	0.891 M

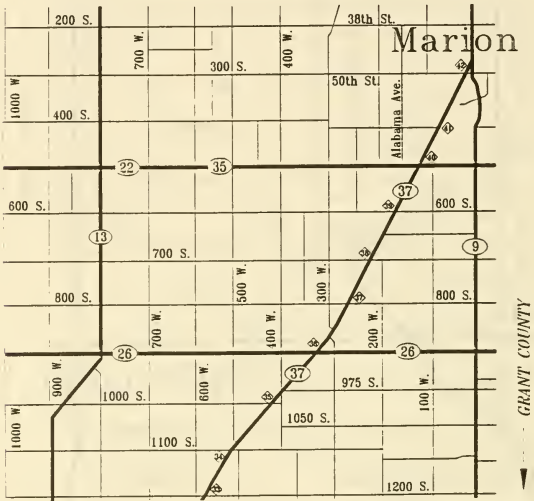
SR 37 Accident Locations

Road Segment	1990	1991	1992	1993	County
1. Allisonville Rd	5	3	2	1	Hamilton
2. Promise Rd	3	2	1	1	Hamilton
3. 206th St	8	7	8	3	Hamilton
4. 211th St	1	2	1	1	Hamilton
5. 216th St	8	6	8	3	Hamilton
6. Essig Ave	2	2	9	3	Hamilton
7. Madison St	0	4	5	0	Hamilton
8. Strawtown Rd	2	4	6	0	Hamilton
9. Newton Rd	3	0	4	0	Hamilton
10. SR 213	1	3	4	1	Hamilton
11. Pennington Rd	1	1	0	0	Hamilton
12. Hobbs Rd	1	0	0	0	Hamilton
13. Cornell Rd	1	0	0	0	Hamilton
14. Florida Rd	2	0	0	0	Hamilton
15. 246th St	1	3	2	0	Hamilton
16. 251st St	1	0	0	0	Hamilton
17. 256th St	2	1	1	3	Hamilton
18. 266th St/CR 500 N	2	5	1	2	Madison
19. 276th St/CR 600 N	0	1	0	1	Madison
20. 286th St/CR 700 N	2	0	1	0	Madison
21. 296th St/CR 800 N	7	5	2	2	Madison
22. CR 900 N	2	2	1	1	Madison
23. CR 1000 N/SR 13	5	7	6	5	Madison
24. CR 1100 N/"P" St	5	1	7	4	Madison
25. CR 750 W/"G" St	3	2	1	1	Madison
26. SR 28	5	3	3	2	Madison
27. CR 700 W	0	1	1	2	Madison
28. CR 1300 N/600 W	2	3	0	1	Madison
29. CR 1400 N	2	1	1	1	Madison
30. CR 1500 N	0	3	1	1	Madison
31. CR 1650 N	1	0	0	1	Madison
32. CR 1700 N	1	1	1	1	Madison
33. CR 1200 S	1	0	0	0	Grant
34. CR 1100 S	1	1	1	1	Grant
35. CR 1000 S	0	3	0	0	Grant
36. SR 26/CR 900 S	3	3	3	0	Grant
37. CR 800 S	1	0	3	0	Grant
38. CR 700 S	6	2	1	3	Grant
39. CR 600 S	1	0	2	0	Grant
40. CR 500 S	3	5	5	0	Grant
41. CR 406 S	4	4	2	0	Grant
42. SR 9/CR 300 S	11	5	9	4	Grant

Map F: Accident Analysis -- Southern Section



Map H:
Accident Analysis -- Northern Section



Factors for Consideration

o Congestion Mitigation

Presently, the southern section of this corridor (Indianapolis to Noblesville) is experiencing congestion. Average daily traffic (ADT) has continued to outpace even the development within the area. Hamilton County and southern and western Madison County are primary contributors to the increased traffic volume which enters the Indianapolis metropolitan area on a daily basis.

Development pressures in these areas are expected to increase in the immediate future as housing subdivisions and business parks continue to be built. Numerous subdivisions adjacent to the facility range from 300 to 3,000 homes. Housing growth is expected to continue at a rapid pace for the area.

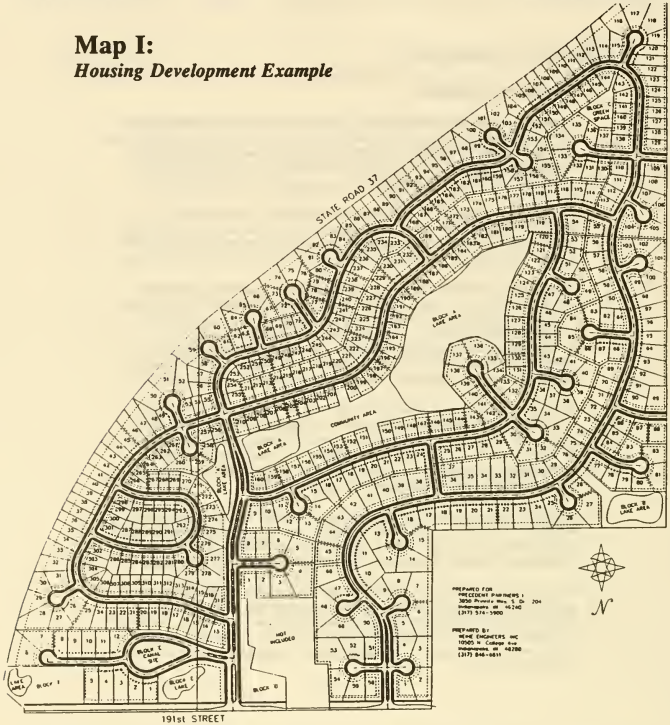
The potential congestion impact of this type of development is supported by historical traffic data studies. Utilizing the *Institute for Traffic Engineering (ITE)* trip tables indicates that on average a household will have at least ten (10) vehicle trips per day. As housing is accompanied by business development, that number may increase. Growth within the State Road 37 corridor continues to expand north and east. This pattern has been consistent for the last decade and follows the availability of vacant or agricultural land.

Congestion is further increased along the corridor during summer weekends, as travelers and vacationers head north to the Mississinewa and Salamonie Reservoirs. Both reservoirs service the central and east central Indiana areas for water recreation. Travel to these facilities has grown due to a shortage of water-based recreational facilities of this nature, as noted in the *Indiana Department of Natural Resources State Recreational Plan*.

If improvements to the corridor are postponed further into the future, the opportunity to develop a four-lane, limited-access facility with conducive land development will be lost. Development will occur before right-of-way can be obtained and the costs of building the facility becomes substantially higher.

By working with the local agencies that control land use and planning for an upgraded facility, the chance to maximize the usefulness of a limited-access facility is greatly increased and congestion is minimized without expensive retrofitting or after-the-fact procurement of right-of-way. Thus, the corridor is developed in an orderly and conducive fashion, which balances the needs for mobility and access.

Map I: Housing Development Example



o Safety Considerations

As congestion continues to increase in this corridor, the number of accidents at key arterial intersections has created problems in the southern section. Development pressures will further exacerbate safe travel because of the progressing number of vehicles trips in the area.

The southern section of the corridor has experienced higher accident rates from continual growth. Accident occurrence is primarily due to larger traffic volumes and some geometric or clearance problems. Geometric and road-width difficulties are key indicators of accidents on the northern section of the corridor as well.

From 206th Street in Hamilton County to the junction of State Roads 37 and 13 in Madison County, accidents are related to poor-sight clearance, weaving, and passing in no-passing zones. In addition to these conditions, oversized vehicles (such as modular homes and trailers) traverse the corridor on a regular basis, originating in northern Indiana and traveling to the interstate hub in Indianapolis. These vehicles prohibit passing, delay traffic, obscure vision, and are too wide for the present lane-width configuration.

These safety issues must be considered in depth to provide an adequate picture of the potential benefits involved in expanding State Road 37 to a four-lane corridor. Without further study, it is difficult to say what property may be protected and what lives may be saved through improvements to this primary arterial.

o Present Land Use

Land Use along the entire length of the corridor is predominantly agricultural in nature. Developed land along or immediately adjacent to SR 37 reflects residential use from 191st Street to Strawtown in Hamilton County. While large tracts of land in the area are undeveloped presently, several subdivisions are currently being built or are involved in planning stages at this time. The Noblesville Planning Department indicates that strong residential development is anticipated to continue strongly either adjacent or near the SR 37 corridor. Past patterns of development have shown that the most preferred land for development is agricultural.

Usage of land north of Strawtown is dominated by agriculture until approaching County Road 900 North just south of Elwood. The next four miles of the corridor are interspersed with residential and commercial use. From north of Elwood to Marion agricultural land is predominant until nearing the southern fringe of Marion where SR 37 terminates at SR 9.

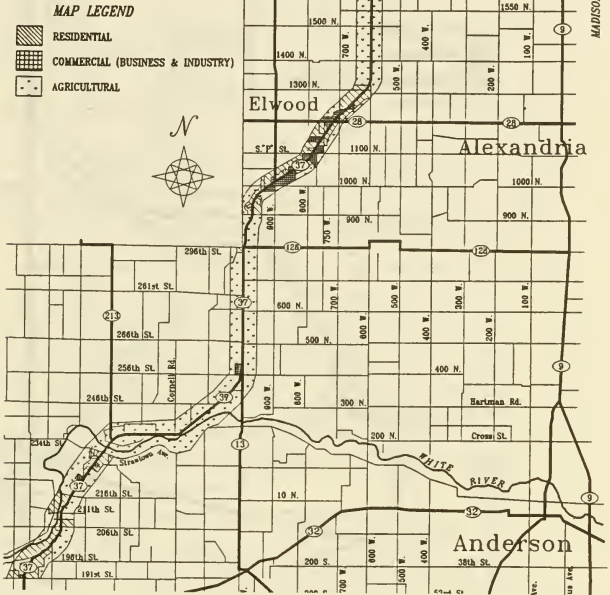
Each year more development occurs either on or in close proximity to the SR 37 corridor. Cicero, while not on the corridor, contributes traffic along 206th Street. As the Indianapolis metropolitan area expands and the "fifth wave" of migration occurs, development will follow where suitable and vacant land exists.

It is a key to corridor preservation that advance planning between land use and transportation be coordinated to maximize the efficient and prudent use of funds for corridor development. Presently, land use and transportation planning often are disjointed in integrating their functions. The best example of this is access control along public thoroughfares. Land use traditionally looks at access more than the idea of mobility of traffic. At the same time, transportation seeks first to offer mobility and access secondly.

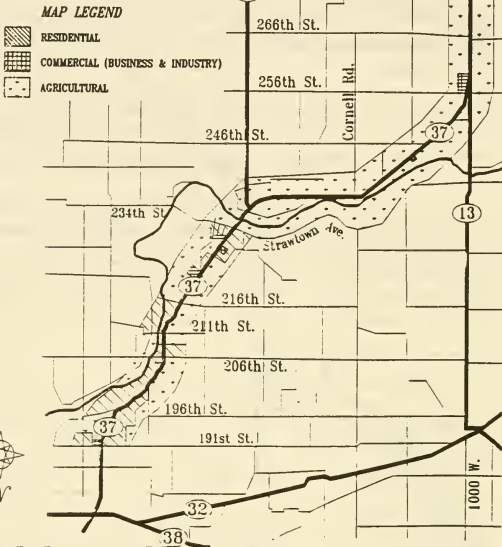
The State Road 37 Improvement Task Force believes that the opportunity exists currently to develop a long-range plan for growth throughout the SR 37 corridor that accommodates the competing demands of access and mobility. Furthermore, the development of a future oriented plan lends itself to proper growth management along SR 37. Such a plan would target growth appropriately to maximize movement of goods, services, and people along a well-planned transportation corridor.

Serious efforts at a cooperative venture in land use and transportation planning in the SR 37 corridor could serve as a model for how development should occur along federal, state, and local roadways throughout Indiana. Haphazard or reactive planning will lead to the deterioration of the transportation facility and increased costs as retrofitting becomes the standard instead of proactive planning. It behooves all of those concerned with the future of this corridor to advance progressive planning to facilitate prudent use of scarce fiscal and natural resources to promote growth in an efficient manner.

Map J: Targeted Improvement Area



Map K: Land Use -- Southern Section

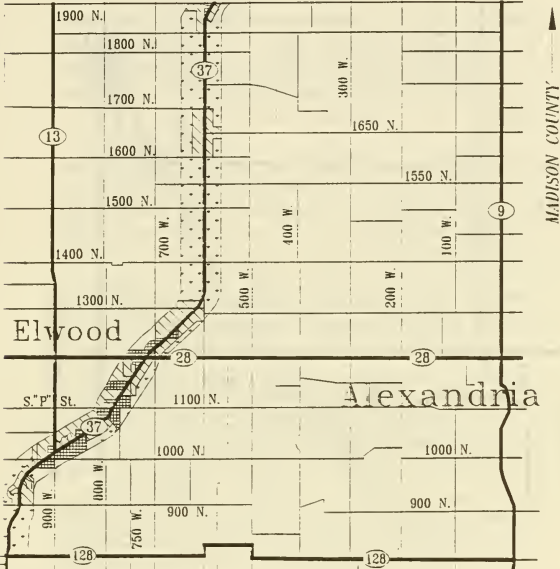


Noblesville HAMILTON COUNTY →

Map L: Land Use -- Central Section

MAP LEGEND

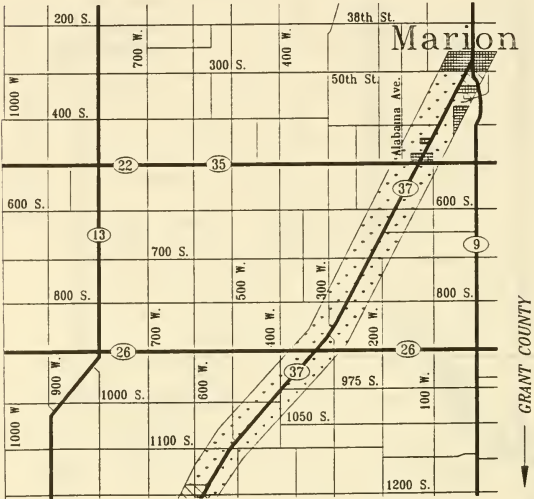
-  RESIDENTIAL
-  COMMERCIAL (BUSINESS & INDUSTRY)
-  AGRICULTURAL



Map M:
Land Use -- Northern Section

MAP LEGEND

-  RESIDENTIAL
-  COMMERCIAL (BUSINESS & INDUSTRY)
-  AGRICULTURAL



o Economic Development

According to *Area Development* magazine, the number-one selection factor during the last six years for new business and industry consistently has been highway access. Traditional sub-state regional economies are slowly expanding outward in regard to intra-regional (state), interstate, and international trade. These shifts in focus are vital to the transformations occurring in the United States economy as a whole.

The most important consideration for future economic development and growth, therefore, will be an improved transportation network. This fact not only affects the proposed corridor and its surrounding regions, but also interstate commerce and the country's international economic positioning.

Local Advantages

Indianapolis has been growing faster than the rest of Indiana for the past twenty (20) years, and its impact has contributed vastly to the economies of the seven (7) counties which ring Marion County. As evidenced by trends nationally, there is a pattern of development which geographers call the "fifth migration wave to satellite cities (sub-regional centers), small towns, and rural areas".

The inter-connectivity of these areas by vital transportation linkages is key to new industrial patterns (such as downsizing, decentralization, and just-in-time), economic interdependence, and a local competitive advantage. Improved road structure would provide better movement of goods, services, and individuals -- which would expedite the flow of necessary capital resources.

As a result, the Indianapolis region would become more accessible for the development of a larger and more diversified business and service sector than currently exists. This sector of the local economy has lagged behind in development due to the lack of adequate transportation between the east central and central regions of the state. As businesses spin off and decentralize, much like manufacturing is presently experiencing, proximity via ground travel becomes increasingly important.

Improved connective links to the Indianapolis metropolitan area would encourage more balance between manufacturing, business, and service sectors of the local economy. Currently, east central Indiana is in transition from a manufacturing-based economy to a more diversified economic system. Unfortunately, replacement and new growth in the business and service

sectors has resulted primarily in low-income employment at the bottom end of these industries. A better linkage to the Indianapolis market would facilitate the dispersion of financial, technological, research-oriented, and educational advancement on a local level, and would as a result offer more growth industries and higher-income employment in a depressed area.

In addition, decentralization of the economy and metropolitan areas has increased the commuting of individuals between communities for work. This has already developed in the ring counties around Indianapolis. Such a pattern has also grown to extend beyond the boundaries of the ring counties to Madison, Grant, and Delaware counties in east central Indiana.

Vehicular traffic commuting between the two regions has increased in some areas more than fifty percent (50%) since the mid-1980's. As the economy continues to diversify and decentralize, commuting and economic interdependence will increase. With a significant change, both Madison and Grant Counties, particularly the western and southern sections, will become more economically sound and interdependent with the Indianapolis region.

Regional Benefits

While heavily dependent upon the automotive industry, east central Indiana is slowly recuperating from the realignments and downsizing that occurred during the last decade. Part of this change in the regional economy has resulted in a slight shift or diversification toward growth in business and services. An improved transportation link would open the door for the area to economically diversify to enhance what industries presently exist.

Indiana has diversified slower than the United States as a whole, and so its concentration of manufacturing has grown relative to the rest of the country. Sub-state regional economies are not only interdependent upon areas within the region, they are becoming nationally and internationally interdependent.

The east central Indiana economy has performed sluggishly compared to other areas of the state. The entire region would benefit greatly from improved linkages to the central transportation network of the greater Indianapolis area. Manufacturing that is decentralizing in the region would have a greater opportunity to remain in nearby communities due to the improved transportation system.

East central Indiana has the I-69 corridor passing north and south through the region; however, it lacks any good linkage to the Indianapolis metropolitan interstate hub from its western side, which would provide excellent access to the national interstate highway system.

State Road 37 provides an opportunity for such a linkage, if it is improved to a limited-access, four-lane facility from the Noblesville area to the cities of Elwood and Marion. The present facility – a narrow two-lane road – inhibits both efficient movement of goods and services, vehicle movement, and safety.

International Positioning

Agriculture is a primary industry within the area; Indiana ranks eighth (8th) nationally in exports. Processing these products currently tends to take place outside of the state, and the local economy therefore loses the value-added factor of the end product. For example, east central Indiana has only two (2) large food processors in the region, although agriculture is the second-largest sector of the local economy, next to manufacturing. This, in essence, reduces the economic competitiveness of a major regional industry.

The production of alternative sources of fuel has become one aspect of agribusiness that has impacted the nation both environmentally and economically – and has even greater ramifications for the international community. Thus, a revised transportation network locally would serve to encourage positive developmental trends on an international scale.

A second illustration is the existence of several automotive component facilities and specialty manufacturers in both Madison and Grant counties. These manufacturing plants, which trade on the national and international markets, are limited by the current road configuration. Again, changes to State Road 37 would help to alleviate this disadvantage.

Recommendations:

- o **Task Force**

Upon the completion of the February 3rd presentation to INDOT, the SR 37 Corridor Study Committee should become the SR 37 Highway Improvement Task Force. The next set of presentations should be scheduled for the Indiana House Committee for Roads and Transportation and the Senate Standing Committee on Transportation and Interstate Cooperation. Mailings to this committee would also be advisable.

The Task Force should continue to expand its influence by drawing upon the private sector for broader support of the project. This was evidenced at the INDOT presentation by attendance and vocal support of the trucking and business sectors.

House Committee	Senate Committee
Gary Cook, Chairman	Senator Beverly Gard,
Linda Henderson,	Chairman
Vice-Chairman	Sue Landske
Tom Alevizos	Larry Borst
Jerry Denbo	Johnnie Nugent
Ed Goble	Rich Worman
Dennis Heeke	James Merritt
Larry Lutz	Thomas Wyss
Esther Wilson	Joseph O'Day,
Dean Mock	Minority Leader
Woody Burton	Lindall Hume
Jeff Espich	Glenn Howard
Tim Fesko	Douglas Hunt
Steve Robbins	Richard Young

o **Transportation/Land Use Studies**

Establish a production schedule for the following transportation studies:

Urban Services and Goods Movement Study

This study would focus on the transportation of goods and services utilizing the corridor. This movement study would reveal demands placed upon the facility and its vehicle composition as it relates to travel speed and delay. The study would also provide the necessary baseline information for projecting future travel demands on SR 37.

Vehicle Classification Study

This study would group the vehicle volumes by the 13 classification bins. These groups include passenger cars, rigid 2-axle Heavy Goods Vehicle (HGV), rigid 3-axle HGV, rigid 4-axle HGV, buses, coaches, and 3-axle semi-trailer.

Spot Speed Study

This study is designed to measure the speed characteristics at a specified location under the traffic and environmental conditions prevalent at the time of the study.

Accident Analysis

A five-year frequency study would serve as the basis for analysis of the five (5) most hazardous accident locations in the study area.

Access Control Study

This study would result in a Model Access Control Plan that was developed jointly between the state and the local jurisdictional entities governing land use. It should establish that future access on the state's facility would be limited in nature and controlled by the state. No encroachment for future access would be granted unless for public thoroughfares. Local jurisdictions would plan land use accordingly to maximize vehicular mobility throughout the corridor.

Land Use Analysis

This study would result in a coordinated effort between local and state officials to develop a suitable land use plan for growth along the corridor. In short, it would become a tool for growth management.

Concluding Comments

Economic trends – such as decentralization, downsizing, and integrated markets – are the wave of the future for continued prosperity. The future lies in adaptation to a world market that changes rapidly and that waits on nothing except the latest technological or innovative method of producing a product or providing a service. Change is now a way of economic life.

Opportunities are either seized upon in the economic marketplace or lost by those making decisions. East central Indiana must prepare for the rapidly evolving world economy. Part of the change will entail developing a solid infrastructure, specifically transportation corridors that expedite the free flow of goods, services, and people.

Now is the optimal time to provide a limited-access, four-lane facility on State Road 37. Benefits of early planning include lower right-of-way and construction costs, better access control, improved safety, maximum utilization of land, and spurred economic growth throughout the area. Each of these benefits accentuates the advantages of creating a better linkage from east central Indiana to the heart of the Indianapolis metropolitan region.

Local Support

The State Road 37 Highway Improvement Task Force has received tremendous support since its inception in 1993. To show support for this project letters from individuals have been included in the document. These letters represent only a cross section of the backing the Improvement Task Force has received. For example, the City of Elwood presented over four (400) hundred support letters from individuals to the State of Indiana. Additionally, media coverage has been consistently positive in support of the expansion of State Road 37.

From its embryonic beginning, the Task Force has emerged as a strong regional coalition of citizens, businessmen, elected officials, and governmental agencies that are determined to achieve a new horizon for east central Indiana. Cooperation and coordination among the members of this coalition have been a key to moving the project forward.

While the Task Force is relatively young, members are committed to a long-term vision of the region, its potential, and this project. This opportunity is the seed of revitalization of the region and a renewed commitment to its future. The road to future growth, to economic vitality, and to a better quality of life begins at the local level. It is from that strong local orientation that the engines of progress again will renew east central Indiana as it reaches out to the greater Indianapolis region, the nation, and the world.

Local Support Letters

CITY of NOBLESVILLE

PLANNING AND DEVELOPMENT DEPARTMENT
NOBLESVILLE, INDIANA 46060CITY HALL
16 SOUTH 10TH STREET
317/776-6323
FAX 317/776-6163STEVEN R. HUNTLEY
DIRECTOR

March 2, 1994

Chairman Mick J. Rahal
Subcommittee on Surface Transportation

Dear Mr. Chairman:

Please accept this letter as an expression of support for the efforts of the S.R. 37 Highway Improvement Task Force. This group, which includes individuals from Elwood, Marion, and Noblesville, is addressing a component of one of the major issues facing Noblesville. The rapid growth our City is experiencing has put an enormous strain on our transportation infrastructure. Continued safe and efficient transportation is particularly important for S.R. 37 as projections reveal continued growth and development along this corridor.

Transportation studies, such as the one being sought by the Task Force, are a valuable addition to the base of information used by the City in its decision-making functions. We would sincerely appreciate the Subcommittee's support and attention to this project.

Sincerely,

A handwritten signature in cursive script, reading "Mary Sue Rowland".

Mary Sue Rowland, Mayor

Office of the Mayor

J. Mark Lawler

120 East Eighth Street • P.O. Box 2100 • Anderson, IN 46018
317 / 646-9600 • Fax 317 / 646-9653



THE CITY OF

ANDERSON

© City of Anderson 1990

March 7, 1994

Chairman Nick Rahall
Subcommittee on Surface Transportation
House of Representatives
Washington, D.C. 20515

Dear Chairman Nick Rahall,

I wish to lend my support to the request for federal funding for a feasibility study to widen Indiana State Road 37 just north of Noblesville to Marion. Indiana State Road 37 runs through the Madison County city of Elwood. As the Mayor of the county seat of Madison County, I encourage attention please be given to this major Indiana highway that indeed has become a real safety concern.

State Road 37 is highly traveled and is a major corridor into the City of Anderson. The much needed upgrading of this Indiana highway, will ultimately have a major impact in many different areas. Economic development possibilities is one these areas.

Thank you for giving your serious consideration to this request for federal funding to assist us in upgrading our surface transportation.

Sincerely,

J. Mark Lawler, Mayor
City of Anderson

JML:cb



RON MOWERY
MAYOR

March 3, 1994

The Honorable Nick J. Rahall, Chairman
House Surface Transportation Sub-committee
U.S. House of Representatives
Washington D.C.

Dear Chairman Rahall:

My interest in the widening of Indiana Highway 37 from Noblesville to Marion is two-fold. First, as the Mayor of it's northern point, this improvement would open economic opportunities for the businesses in this community. Business opportunities, as you know, make communities stronger and improve the quality of life of our residents.

Secondly, this widening has a personal interest for me. I, as many other residents from Grant and Madison Counties, have lost a loved one on this highway. The accident could have been avoided if this roadway had been upgraded.

I hope your sub-committee will give careful consideration to assisting our effort to improve this major link to Indianapolis.

Sincerely,

Ron Mowery
Ron Mowery
Mayor

MARION MUNICIPAL BUILDING
301 SOUTH BRANSON STREET
MARION, INDIANA 46952
317 662-9931

301 South Adams Street
Suite 109
Marion, IN 46952-1895
317-662-0650

Grant County Economic Growth Council

March 3, 1994

The Honorable Nick J. Rahall
Chairman of the Service
Transportation Sub-Committee
House of Representatives
Washington, D.C.

RE: STATE ROAD 37

Dear Mr. Rahall:

Speaking for the Grant County Economic Growth Council, I would like to take this opportunity to comment on the effort to widen and improve State Road 37.

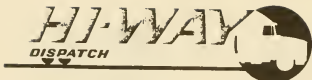
This effort will have a very positive impact on the Grant County economy. Currently, Indianapolis and Hamilton Counties rank as the number two work destinations for Grant County residents that work outside the county. Conversely, 340 residents of the Indianapolis and Hamilton Counties commute into Grant County for their jobs.

These facts clearly demonstrate the need to reduce travel time, congestion and improve vehicle flow along S.R. 37. Particularly, these figures do not include intercompany shipments such as Thomson Consumer Electronics, and supplier relationships between Grant County and Indianapolis firms. In fact, 21% of Grant County manufacturers' key suppliers are located in Indianapolis.

We see these as indicators of our future and similarly, we see S.R. 37 as one of the keys to maximizing Grant County's economic potential. We appreciate your consideration in this matter.

Sincerely,

Gene Hainen
Gene Hainen
President



P.O. Box 509
 Marion, Indiana 46952-0509
 Phone (317) 664-7374
 Toll Free (800) 666-9699 Fax (317) 668-0033

March 2, 1994

The Honorable Nick J. Rahall, Chairman
 House Surface Transportation Sub-Committee
 U.S. House of Representatives
 Washington D.C.

Dear Chairman Rahall:

It is my understanding that you will be hearing testimony from various individuals, including Mayor Ron Mowery of Marion, IN, on funding the widening of Indiana route 37 between Noblesville, IN and Marion, IN.

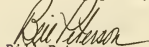
As an interstate motor carrier, with some 300 trucks, based primarily in Marion, IN we are quite interested and support the improvement of Rt. 37 which connects Marion and Indianapolis.

From a safety and commerce view improving Rt. 37 has the strong potential of providing growth opportunities in our part of Indiana as well as offering a much safer route of travel between Indianapolis and Marion including all the communities along route 37.

We hope you will look favorably on this important project.

Thanking you for your consideration, I am

Very truly yours,


 Bill Peterson
 Senior Vice-President

Hi-Way Dispatch, Inc.

BP/pc

cc: Mayor Ron Mowery, Marion, IN



OFFICE SUPPLIES, INC.

John R. Noblitt
President

March 2, 1994

The Honorable Nick J. Rahall
Chairman
Surface Transportation Subcommittee
House of Representatives
Washington DC

Dear Mr. Rahall:

I'm writing to support the expansion of State Road 18 to four lanes from Indianapolis to Marion.

Our company ships or receives over 30 truck loads of goods each day. State Road 37 is by far the most used corridor for these transportation needs. The use of Route 37 is more convenient than I69 and saves us mileage, time, and fuel expense. The widening of Route 37 would strengthen our business by providing safer, faster access to the interstate road system in Indianapolis.

We also have five employees that live in the Indianapolis area and several more who regularly use Route 37 for access to the Indianapolis airport and other business matters. I am concerned with their safety while traveling on a very busy two lane highway.

My safety concerns are not lightly stated. In June, 1992 a senior member of my management team was critically injured by a head-on accident on Route 37 between Elwood and Indianapolis. He still has not been able to return to work full time due to the extent of his injuries. A four lane highway would have prevented this accident.

Thank you for your leadership in pursuing this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read 'John R. Noblitt', written in a cursive style.

John R. Noblitt

/dehn



March 4, 1994

Honorable Nicholas J. Rahall, M.C.
Chairman, Surface Transportation
Sub-Committee
United States House of Representatives
Washington, D. C. 20006

Re: Support of S.R. 37 Highway
Improvements-Indiana

Dear Mr. Chairman:

Through our Chamber's Transportation Committee, a recommendation was presented and passed unanimously in 1993 supporting needed improvements to Highway 37, from Noblesville, Indiana to Marion, Indiana. Locally, our organization has joined forces with our city and the communities of Elwood and Noblesville, Indiana to urge federal and state transportation departments to widen the road-way to a four lane divided highway.

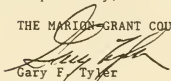
The safety features, with the increase and types of vehicles on the present highway, are justification alone for extending this important artery to Marion, Indiana. We understand that most companies shipping product to and from Indianapolis from Marion direct their trucks to use Highway 37 over I-69, in effect, saving some twenty miles.

The economic vitality of Marion and Northeastern Indiana would be assured with an improved transportation artery from Indianapolis to Marion. Many local industries and expanding firms would benefit with a better transportation network. Job creation and retention are also important benefits to the community.

We urge your consideration and support for funding of the improvements requested for Highway 37, from Indianapolis-Noblesville to Marion, Indiana, and desire to make this letter of support a part of the official record for your sub-committee.

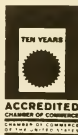
Respectfully,

THE MARION-GRANT COUNTY CHAMBER OF COMMERCE


Gary F. Tyler
President/CEO

Marion-Grant County Chamber of Commerce

215 South Adams Street / Marion, IN 46952 / 317 664-5107



CABLEC CONTINENTAL
CABLES COMPANY

Leadership Through Cable Technology

140 East 8th Street
Marion IN 46952-0188
(317) 664-2321 Fax (317) 668-0700

March 4, 1994

Honorable Nick J. Rahall
Chairman Surface Transportation Sub-Committee
US House of Representatives
Washington, D.C.

Dear Mr. Chairman,

I am writing this letter in support of expanding state road 37 from Noblesville, Indiana through Marion, Indiana to a four lane highway. The highway from Elwood, Indiana south affords very little opportunity for passing and presents a tremendous safety hazard to its users.

As the distance to travel 37 to Indianapolis is shorter than I69, it gets a lot of commuter traffic. As traffic manager of a large industrial plant, I know most of the trucks utilize 37 in preference to I69 as it is shorter and it is the designated route by the Household Movers Guide (see attached print out).

For the reasons listed above I think State Road 37 should be expanded to reduce the safety hazards to all concerned.

Sincerely,

Walter Stephenson

Walter Stephenson
Traffic Manager

/ts
Enclosure

Household Movers Guide

MILEMAKER
ROUTE DISPLAY SCREEN
PRACTICAL ROUTE WITH STATE MILEAGE BREAKDOWN

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-TDM, Inc.

MARION	,GR,IN	TO	INDIANAPOLIS,IN	TOLL: 0%		
				ACCUMULATED		
HIGHWAY	DIR	MILES	TO LOCATION	TIME	MILES	NOTES
IN 37	S	50	S OF NEW BRITTON, IN	1:07	50	
I 69	S	6	NE OF INDIANAPOLIS, IN	1:14	56	
I 465	S	7	E OF INDIANAPOLIS, IN	1:22	63	
I 70	W	7	NE OF INDIANAPOLIS, IN	1:30	70	
I 65	N	1	N OF INDIANAPOLIS, IN	1:31	71	
US 31	S	1	INDIANAPOLIS, IN	1:33	72	

STATE	TOLL	N-TOLL	TOTAL	STATE	TOLL	N-TOLL
INDIANA	0	72	72	TOTAL	0	72

MADISON COUNTY

BOARD OF COUNTY COMMISSIONERS
MADISON COUNTY GOVERNMENT CENTER
16 E. 9TH STREET
ANDERSON, INDIANA 46016
March 4, 1994



INDIANA

RAYMOND H. NUCE
STEPHEN E. RANDOLPH
SANDRA S. HUNTZINGER
317/641-9474
FAX 317/641-9486

Honorable Nick J. Rahall, Chairman
House Subcommittee on Surface Transportation
U.S. House of Representatives
Washington, D.C.

RE: State Road 37 Expansion Project

Dear Chairman Rahall:

As we look to the future of our county into the next century, it is imperative that we plan for the continued growth and prosperity of our region. Communities today are forced to either push beyond their current limitations, while at the same time living within those limitations, or risk losing the opportunities for competitiveness in an interdependent world. The State Road 37 Improvement Project presents itself as a challenge and an opportunity for the economic vitality of Madison, Hamilton, and Grant counties.

It is my belief that two prime benefits of the improvement of this highway corridor are safety and economic development. First, State Road 37 has several segments of the corridor that are characterized by unsafe geometric or clearance problems which lead to accidents and unsafe driving practices. Second, the expansion of the facility would create and enhance diversification of the local economy in relation to the Indianapolis and world markets.

As a board member of the area Metropolitan Planning Organization, a national committeeman for the National Association of Counties, and a County Commissioner, I have become convinced that it is through cooperative ventures on a regional basis that the world economy will be driven. This project is an excellent example of regional cooperation and coordination. Support of the endeavor has a strong local base representing individuals, groups, businesses, and governmental officials throughout the region.

We have an opportunity today to move a step closer to a new beginning with the support of your subcommittee. Your consideration of our request for funding to improve this vital road is extremely important. It is my hope that the subcommittee will assist our efforts to improve this major transportation link to Indianapolis.

Respectfully,

Raymond H. Nuce, President
Board of County Commissioners



OFFICE OF THE MAYOR

City of Alexandria

INDIANA



INCORPORATED FEBRUARY 4, 1893

March 4, 1994

Edward J. Schmidt
Mayor

Honorable Nick J. Rahall, Chairman
Subcommittee on Surface Transportation
U.S. House of Representatives
Washington, D.C.

Jack C. Beigh
Public Safety

RE: State Road 37 Expansion Project

Dear Congressman Rahall:

Rose Mary Lockwood
Public Works

Please accept this correspondence as an endorsement for the State Road 37 Highway Improvement Task Force. The ramifications for this expansion project have the potential of greatly impacting our county, and specifically east central Indiana. As a board member of the area Metropolitan Planning Organization and Mayor of Alexandria, it is imperative that we look to the future growth of our regional area in a planned and organized approach. This project has the support of a large number of individuals, groups, and governmental officials throughout the region.

"Rusty" Johnson
Grants Manager

Julianne Fletcher
Community Services
and Personnel Director

A key to our growth is the ability to provide a safe and efficient transportation network for the movement of goods and people. To achieve this goal, it is necessary to begin with a solid planning foundation. It is my hope that you and your committee will view favorably the Task Force request for funding a study to improve this vital transportation link. The support of the Subcommittee for this project would be sincerely appreciated.

Kent A. Bryan
City Engineer

Respectfully,

Jack T. Zettel
Building Commissioner

Edward J. Schmidt, Mayor
City of Alexandria

Lynne A. King
Administrative Assistant

City of Elwood

1601 Main Street - Elwood, Indiana 46036

Denny Robinson, Mayor - (317) 552-5076

Sandie Brewer, Clerk-Treasurer - (317) 552-5078



"OPEN FOR BUSINESS"

TO: Chairman Nick J. Rahall
Committee On Surface Transportation

Dear Chairman and Committeemen

When I took office in Elwood, I found city without direction. A city of 9400 people, 57% low to moderate income. The entire city had been neglected from infrastructure to Industry and Commerce. I do not think anyone would disagree on the impact a four-lane State Road 37 would have on our Community. I see it as vital to Elwood's future. The road is needed for safety reasons as pointed out by the Task Force Study presented to you. All my people travel this road at sometime during any given period of time.

In my opinion a limited access four lane highway could set an example on how future roads should be built. We need the help of your committee to offer hope to our young people in the out-years. Without Federal Funding for this four-lane highway, we will not be able to carry forth the expectations of all our Community.

I hope you will find our Task Force Study presented by the cities of Noblesville, Elwood and Marion worthy of action. Give us a tool, (four-lane State Road 37), and we will build a new community that can make a contribution to our region, the State and our Nation.

Respectfully

Denny Robinson
Mayor Denny Robinson



Heart of Hoosierland

City of Elwood

1601 Main Street - Elwood, Indiana 46036

Denny Robinson, Mayor - (317) 552-5076

Sandie Brewer, Clerk-Treasurer - (317) 552-5078



"OPEN FOR BUSINESS"

TO: Chairman Nick J. Rahall
Committee On Surface Transportation

Dear Chairman and Committeemen

As Economic Development Director for the city of Elwood, I cannot stress how important of an impact a four-lane State Road 37 highway would have. We need this for safety reasons, that is why a limited access road is needed. We need a four-lane road to expand industry and commerce. I do not want my city left behind in the struggle for growth and Economic Development.

I hope you will find our three city Corridor Improvement Project, educational and factual. Without Federal Funding our city and region will find the next ten years a more painful adjustment and growth period. Elwood's future depends on this project. Our quality of life depends on this project. Funding of this project will be a strong vote of confidence for small town life in America.

Respectfully

Phillip A. Brown
Economic Development Director



Heart of Hoosierland

ELWOOD COMMUNITY SCHOOL CORPORATION

Rural Route 4, Box 105
 Elwood, Indiana 46036-1198
 Phone: (317) 552-9861

Richard Merritt
 Superintendent

Thomas W. Austin
 Assistant Superintendent



The Hope of Our Country

March 7, 1994

Chairman Nick J. Rahall
 Subcommittee on Surface Transportation
 House of Representatives
 Washington, D.C.

Dear Chairman Rahall:

This letter is being written in support of the Indiana State Road 37 - Corridor Improvement Project that is being presented to your subcommittee. As an employee of Elwood Schools who resides in Noblesville, Indiana, I have had occasion to travel State Road 37 on almost a daily basis since 1979. During that time the level of traffic flowing both north and south along this corridor has increased dramatically. This pattern seems to have resulted in a corresponding increase in the frequency of traffic accidents during peak travel hours. In addition to being a two lane highway, State Road 37 also winds through small towns and countryside making it very difficult to pass slow moving vehicles. Along with safety concerns, the expansion of SR 37 to a four lane highway would likely have a significant impact on the economic environment of the Elwood community. In order to grow and attract business and people, there must be easy access to other communities in the area. With the ongoing increase of traffic and no improvement in SR 37, that seems to be more and more of a hindrance to future growth. Please consider this request in a positive manner as you review all projects presented.

Sincerely,

Janice A. Kaye
 Director of Special Services



Elwood Publishing Co., Inc.

*Elwood Call-Leader**Alexandria Times-Tribune**The Tipton Tribune*

PHONE 552-3355
317 SOUTH ANDERSON STREET
P.O. Box 85
ELWOOD, INDIANA 46036

March 3, 1994

Nick J. Rahall
Sub Committee on
Surface Transportation

Dear Committeeman:

On behalf of our readers and all residents of the Elwood area, I want to add our wholehearted support to the STATE ROAD 37 CORRIDOR IMPROVEMENT PROJECT.

The current and future employers in our area MUST have adequate highways to maintain current and growing levels of business.

We appreciate your solid endorsement of this vital project!

Sincerely,


Jack L. Barnes
Publisher

ELWOOD CHAMBER OF COMMERCE

108 S. Anderson Street
Elwood, Indiana 46036
Phone: (317) 552-0180

"The Heart of Hoosierland"



March 4, 1994

Chairman, Nick J. Rahall
Committee on Surface Transportation

Dear Chairman Rahall,

The Elwood Chamber of Commerce, endorses the State Road 37 corridor improvement project. The cities of Noblesville, Elwood, and Marion, Indiana formed a task force for the purpose of upgrading an existing two-lane highway into a four-lane limited access highway.

The Chamber sees this improvement, as vital to the future growth of Industry and Commerce for Elwood. Of greater concern is the need for an improved road system for safety. Our population of 9500 people use this highway at some point in time. The Chamber supports this project not only for local needs, but for the regional, economic and safety impact.

We urge you and the Committee on Surface Transportation, to fund the design portion of this project.

Respectfully,

Bill McQuitty, Executive Director

R.G. TRANSPORT, INC.

P.O. BOX 495
ELWOOD, INDIANA 46036
PHONE (317) 552-3386

March 2, 1994

Chairman Nick J. Rahall
Subcommittee on Surface Transportation

Re: Expansion of Indiana State Road 37 to four lanes

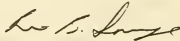
Dear Committeeman:

R. G. Transport operates about sixty long distance trucks from out of Elwood, Indiana. As a trucking company, we are acutely aware of the need for an improvement to the highway system in this area, with the most urgent need being an expansion of State Road 37 to four lanes. State Road 37 is the direct route between Marion, Elwood and Indianapolis. To a trucking company operating expensive trucks, time is money. An expansion of State Road 37 will make the trip to and from Indianapolis faster, enabling R. G. Transport to compete more effectively in the tough market we currently operate in.

More importantly, the expansion to four lanes will greatly improve the safety of the drivers on State Road 37. Our drivers are on this road many hours each week, and they know how unsafe the current highway is. A good truck driver is always afraid of a serious accident, so the expansion of State Road 37 to four lanes will be a much needed change for our drivers.

Please do everything you can to make the expansion of Indiana State Road 37 a reality.

Yours truly,



Robert B. Savage, CPA
Controller



ORESTES *

POST OFFICE BOX 83 ELWOOD, INDIANA 46036

AREA CODE 317 ORESTES PHONES 754-7527 AND 754-7528 FAX: 754-7456

March 4, 1994

Chairman Nick J. Rahall
Sub-Committee on Surface Transportation

Dear Committeeman:

I support the efforts of the Cities of Elwood, Marion and Noblesville to acquire funding for the expansion of State Road 37 to four lanes between Noblesville and Marion.

Red Gold operates two plants, one in Elwood and another in nearby Orestes. The truck traffic in and out of the plants has grown to the point that the lack of adequate highways has become a very important issue. Red Gold has plans for substantial growth over the next few years, which will make the need for a four lane highway even more critical.

Our expected growth with heighten another problem we face, which is attracting and retaining quality employees. The improvement of the local economy which I expect to occur due to this project will make Elwood a more attractive environment for our employees.

I will greatly appreciate any consideration you can give to assisting in securing funding for this project.

Sincerely,

Brian Reichart
President



CARTER DEVELOPMENT CORPORATION

1515 ST. RD. 37 SOUTH • ELWOOD, INDIANA 46036
317-552-0021

February 3, 1994

Chairman Nick J. Rahall
Sub-committee on Surface Transportation
C/O Phil Brown
City Hall 1601 Main Street
Elwood, IN 46036

Re: State Road 37 Corridor Improvement Project

Dear Committeeman,

The purpose of this letter is to express my views concerning the proposed expansion of State Road 37 to 4 lanes from Noblesville to Marion, In. My family operates the largest supermarket and regional shopping center in Elwood. Our tenants include Kmart, Hooks Drugs, Family Dollar, Hallmark, and our supermarket to name a few. We are located on State Road 37 and are strongly in favor of this proposed expansion for ourselves, our tenants, and our community.

The current condition of State Road 37 is of great concern to me. The surface area is narrow and in poor repair. The Highway is neglected by the State in both surface repair and snow removal. It is a heavily traveled road and clearly not designed to handle the amount and type of traffic it receives. Manufactured housing that is built in the nothern part of the State is shipped south on State Road 37 on a heavy daily basis. Reports of near collisions and people being run off the road are commonplace. The Highway poorly lit at night at major intersections in Elwood, creating an even more dangerous situation.

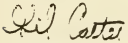
The ability of Elwood to grow is directly related to the ability to safely and effectively handle traffic and commuters. A case in point is the City of Noblesville. After State Road 37 was expanded to 4 lanes, the City showed an incredible rate of expansion, adding millions to the tax base even during the last recession. Elwood can expand in the coming boom years to bring manufacturing, construction, and competitive retail to our area. All we need is the infrasructure to work with.

Elwood will not be the only city to benefit from the expansion of Highway 37. The City of Marion will also feel the economic boom of having a direct 4 lane link to

Indianapolis. The higher traffic counts and safety of a 4 lane highway will drive the economies of Marion, Elwood, and Noblesville to new heights.

In closing, I would like to thank you for the attention you have given this letter and the time you have given the representatives of our communities. Your help is needed to assure our success and the safety of our citizens.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gil Carter".

Gil Carter.



CONST MGT, INC

Nick J. Rayhall
Chairman, of Subcommittee on Surface Transportation

Dear Chairman:

Currently Melody Homes is looking at various size markets across the state to develop single family communities.

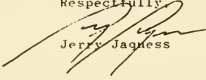
We currently have approximately 60 active subdivisions.

Elwood currently has no new home activity. They do however have local demand for housing.

To assure the depth of market we require to develop in a community we need to draw from Noblesville, Fishers, and Indianapolis markets.

Upgrading State Road 37 to provide a faster, safer commute from Elwood to Indianapolis would solve our marketing concerns.

Respectfully,



Jerry Jaquess



1240 S. State Road 37
Elwood, Indiana 46036
Office: (317) 552-5200
Fax: (317) 552-9282

March 4, 1994

Chairman, Nick J. Rahall
Sub-Committee on Surface Transportation

Dear Committeeman:

We at ELSA Corporation, in Elwood, Indiana would like to take this opportunity to express our concerns and interest in the Corridor Improvement Project as it relates to State Road 37.

Our facility is located on State Road 37, so the condition of the road and any changes to it directly effect ELSA. We would very much like to see State Road 37 become 4 lanes, primarily due to safety reasons. This road is very heavily traveled in front of our facility. We currently employ approximately 300 employees. With these employees entering and leaving our parking lot directly from or on to 37 we have a real concern about employee safety entering and leaving such a highly traveled two lane road. We believe that adding additional lanes to the road would definitely reduce the chances of an accident for our employees who may be trying to turn off of 37 onto our property or turning onto 37 from our property. We believe that adding the additional lanes will provide our employees with much safer conditions.

We want to thank you for your interest in Elwood and the additional benefits that making State Road 37 a 4 lane road will add to the Elwood community.

Sincerely,

A handwritten signature in cursive script that reads "Gave Kinnett".

Gave Kinnett
Human Resources Manager

March 2, 1994

Phil Brown, Economic Development Director
City of Elwood
1601 Main Street
Elwood, IN 46036

Dear Mr. Brown:

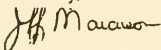
I am writing to express my strong interest in the proposed expansion of highway 37 to four lanes between Noblesville and Marion. Please share my concerns and this letter with the appropriate representatives considering this matter.

Obviously you might wonder why I have any special interest in this project. I have dual interest in the traffic in both directions. I am a resident of Elwood and I have been employed as a teacher in the Marion Community School Corporation since 1975. The drive between Marion and Elwood has changed from a mild, easy going trip on a hardly driven road to a highly traveled almost hazardous trek. The early morning as well as the late evening traffic has increased by leaps and bounds. I am amazed by the number of cars that I pass or pass me that have Marion County plates. I also find the number of people who I recognize that travel from Marion on a daily basis to work or shop in the Indianapolis, Carmel, and Fishers area. There are days when this venture becomes hazardous.

I also own a business which quite often takes me to the Indianapolis area. On one specific day this past winter as I was returning from Indianapolis I became particularly aware of the need to widen this highway. A light snow was falling and traffic was moving slower than usual. My drive to Elwood never was faster than 10 miles per hour. I could never see any breaks in the traffic in front of me or behind me. The number of near accidents from the traffic backup, as well as people turning, made it one of the most difficult drives that I have ever encountered.

We have a problem. As a concerned tax payer and citizen, I implore you to please take the necessary steps to provide a dual lane highway between Noblesville and Marion. I see it as a personal need, but I also see a tremendous need to improve the economic situations of two communities (Elwood and Marion) which are both bursting at the seams with potential growth. Your actions will benefit many people and provide positive results for many of your constituents.

Sincerely,



Jeff Marcuson
R.R. #1 Box 348
Elwood, IN 46036
(317) 552-0512

2-3-74

Attn. Chairman
Nick J. Raball

Dear Commiteemen:

I'm writing as a taxpayer of Elwood, In. (Madison Co.) There has been discussion for several years concerning a four-lane highway an an area of State Rd. #37 coming to Elwood. We would like very much to see this happen.

I truly believe it would improve our town - economically, bring business to our area, therefore, more jobs for our young people. The highway is a very heavy traffic area, a 4-laner would be much safer.

I believe if this would happen, we'd see growth, people move from larger places here. We are Blessed, have good schools, churches 2 small glass factories, good friendly people. Please help us see this happen!

Thank you.
Jeanette Fastson
1601 No. D St.
Elwood, In. 46036

TESTIMONY OF CONGRESSMAN CHRISTOPHER SHAYS (CT-4)

SEAVIEW AVENUE CORRIDOR

SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 10, 1994

Chairman Rahall and members of the House Public Works and Transportation Subcommittee on Surface Transportation:

Thank you for giving us the opportunity to come before your subcommittee.

The city of Bridgeport, Connecticut, has requested funding for the development of Seaview Avenue, and I am here to lend my strong support for this project.

First, however, I would like to commend you, Mr. Chairman, and the members of the subcommittee, for your efforts to open up this authorization process. By requiring better information about projects proposed for authorization, and laying out specific criteria that must be met before a proposal can be considered for funding, you have made great strides in improving this often-criticized process.

I also commend your statement, Mr. Chairman, that the process for consideration of projects should be "open to all," include "open committee markups" and provide "full accountability."

Through these changes, the Subcommittee can help ensure

only the most meritorious projects receive funding.

Bridgeport has requested authorizing language under the Intermodal Surface Transportation Act (ISTEA) for \$28 million to build a new access corridor along Seaview Avenue. This new road would improve access between I-95, US Route 1 and an industrial park the city has proposed developing in the area called Remington Woods. A new access corridor along Seaview Avenue is imperative if Bridgeport is to develop Remington Woods as an industrial park to attract business, create jobs and help rebuild the city's tax base.

The total cost of the entire project is estimated at \$1.5 million with an expected completion time of approximately 18 months. The city of Bridgeport has already spent \$250,000 on the project and has an additional \$250,000 reserved. In addition, the Greater Bridgeport Regional Planning Organization (the regional metropolitan planning organization) has committed \$3.5 million to the project, and Connecticut's State Department of Transportation has committed \$3 million. Finally, the Seaview Avenue Corridor project is included in the city's Overall Economic Development Plan, which was financed by the Federal Economic Development Administration and adopted in February, 1994.

One of the key factors preventing large scale revitalization of the East End industrial area in Bridgeport is poor accessibility. Development of Seaview

Avenue would stimulate reuse of more than four million square feet of existing affordable industrial space and provide access to more than 500 acres of land for new development. This project will bring the jobs and investment necessary to enhance the region's economic viability.

Bridgeport is a prime example of a city in need of serious attention. And Seaview Avenue is the type of economic development project that will help cities like Bridgeport not only attract new jobs into urban areas, but help retain existing jobs that are in danger of relocating because of outdated and crumbling infrastructure.

Bridgeport, like much of urban America, is in a great state of disrepair. Since the 1950s, we have watched as people, little by little, abandon our cities. First to leave were the wealthy and upper middle class, then went the businesses. Meanwhile, the number of poorer residents has increased dramatically.

With rising demands for services and a declining tax base, those who are left in our cities to pay taxes -- the middle class and the few businesses that remain -- shoulder an unbelievably high tax burden. The poor who want to do more can only suffer with no jobs and the inability to pay taxes.

Rather than bail out our cities, we need to rebuild them,

and this project will do just that.

I feel very strongly we must get our financial house in order, and with continuing annual federal budget deficits in excess of \$300 billion, I believe every federal dollar spent must be well justified. I also feel strongly Congress must pay for projects it decides to fund. With this in mind, I believe the Seaview Avenue Corridor project stands on its merits and is a strong candidate for federal investment.

Mr. Chairman, we hope you and your subcommittee will give this proposal every consideration and we appreciate this opportunity to testify.

Testimony

of

HON. ROBERT N. STEWART

MAYOR
COLUMBUS, INDIANA

before the

SUBCOMMITTEE ON SURFACE TRANSPORTATION

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
U.S. HOUSE OF REPRESENTATIVES

March 10, 1994

Inquiries to: Hon. Robert N. Stewart
Mayor, City of Columbus
123 Washington Street
Columbus, IN 47201
(812) 376-2504

Mr. Chairman, Mr. Petri, Members of the Subcommittee, I am pleased to appear before the panel today with Congressman Phil Sharp. As Congressman Sharp has mentioned, we are here to request your support for a transportation investment that is vital to our community -- the Front Door project.

Started almost four years ago, the Front Door project is designed to demonstrate innovative and effective solutions to a situation facing many communities. The common problem arises from the construction of interstate interchanges that often reorient communities away from their downtowns and traditional routes-of-travel.

This is exactly what occurred when Interstate 65 opened near Columbus. Before that time, most commerce and traffic in our community flowed from north-to-south through downtown. Since the completion of the I-65 and State Road 46 interchange on the western edge of town, much of this activity has shifted to an east-to-west axis.

As a result of this new orientation, our downtown was disconnected from one of the community's fastest growing areas. Business which previously located in the city center was drawn to the new interchange. The lure of the interstate virtually overwhelmed the commerce, traffic, and development patterns that had existed in Columbus for generations.

The twin side of this new reality was an explosion of growth in the area immediately surrounding the interchange. Over a very short period of time, the fields gave way to hotels, retail, and restaurants. Columbus, like so many other communities, could not fully envision the traffic, safety, and zoning issues that would result.

Don't get me wrong. We realize that the alternative to an interstate interchange -- being bypassed -- is much worse. At the same time, we need to learn how to get the most out of this relationship between interstates and communities. That is the national demonstration purpose behind the Front Door project.

Today, I am pleased to report that we are well on our way toward achieving these goals. With the outstanding support of Congress, the Federal Highway Administration, and the State of Indiana, we have completed the project master plan and most of the engineering phase. We are now into the construction phase on two elements of the project. Most importantly, we have secured commitments for the full non-federal funding requirements of the Front Door project.

Using standard highway elements in a manner that can be replicated easily, the design team has identified solutions to the safety, congestion, and integration challenges throughout the project area. Our design includes an efficient and cost-effective single-point urban interchange. This will reduce traffic back-up and related safety problems at the intersection

of I-65 and State Road 46. The highway corridor leading to the interchange will be equipped with turn lanes and signalization to organize commercial and user traffic in the business areas.

Safety will be served as well by the installation of an integrated pedestrian system. As you may recall, we have had a number of unfortunate accidents and fatalities involving people walking across the corridor. Lighted walkways will be constructed over the highway to dramatically reduce this risk.

Arterial road and bridge improvements round out the project. All of which will be tied together and linked with the downtown through the innovative use of corridor lighting, signage, and landscaping. Comprehensive details are contained in the report that Congressman Sharp submitted to Chairman Rahall and the Subcommittee earlier this year.

As I mentioned before, the Front Door project is well underway. Construction is beginning on the outlying elements. During fiscal year 1994, we expect to complete plans and specifications and proceed with construction contracting on the entire project.

In order to complete federal demonstration funding for the project, we request an authorization of \$16.6 million. This is the most recent estimate of the remaining requirements developed within the past month. We are committed to keeping the Front Door Project on schedule and to making every effort to control costs. We also have the community consensus necessary to

follow through.

Thank you for this opportunity to support Congressman Sharp's request. I appreciate the Committee's consideration and your efforts to address transportation needs across the country. I would be happy to respond to any questions.

TESTIMONY OF THE HONORABLE TED STRICKLAND
PRESENTED TO THE SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 10, 1994

IMPACT OF THE PROPOSED NATIONAL HIGHWAY SYSTEM ON SOUTHERN OHIO

I would like to thank you, Chairman Rahall, Congressman Petri, and Members on the Surface Transportation Subcommittee for providing me with a few moments to try to impart to each of you a mental picture of the area I represent in Southern Ohio. I want you to be able to see this image, in order for you to understand the essential needs of this part of the country, and the importance of the five highway projects I have submitted for authorization on behalf of the people of the 6th Congressional District. Each of these projects will have a significant beneficial economic impact for Southeastern Ohio, the State of Ohio, and the United States.

The Ohio 6th Congressional District is made up of fourteen counties stretching from East of Cincinnati and South of Columbus to the Kentucky and West Virginian borders. Twelve of these fourteen counties have been designated by the federal government as part of the Appalachian Region. This part of the country can be identified by a high poverty rate, chronic unemployment, deficient or non-existent infrastructure, and a structurally weak economy.

The smokestack industries of the past are disappearing, mining in Southern Ohio has been severely impacted by competition and the Clean Air Act, and prospects for new major employers in the region are dim. I recently found myself having to defend the Piketon Uranium Enrichment Plant, the largest employer in my district, employing 1,800 workers.

So where do these facts leave us? They leave me looking towards the future. Southern Ohio is not without any resources. It has an abundance of natural resources, including the Wayne National Forest and the Ohio River. In my district alone, there are seven institutions of higher education including Ohio University, Rio Grande University, Marietta College, Shawnee State University, Wilmington College, Washington State Community College, and Hocking Technical College. The citizens of Southern Ohio are hardworking people looking for opportunities to create a better future for their children and grandchildren.

All of these elements, which make up Southern Ohio, bring me to why I am here today. This part of the country will continue to be left behind economically as long as its infrastructure remains undeveloped. New businesses have little incentive to "set-up-shop" without easy access to a transportation system. Tourism, an industry which offers great promise for the region, will be limited without a developed infrastructure. The existing road system is made up largely of winding, single lane routes with truck traffic fighting its way through the region to outside major cities.

Each of the projects I have submitted to the subcommittee for specific authorizations are proposed within the National Highway System and the State of Ohio's plans for developing the transportation infrastructure of this region. The projects are intended to promote economic development, and enhance safety. They include or connect routes recognized under the proposed National Highway System.

These projects encompass: expansion, and relocation (for safety purposes) of U.S. Route 35 from Chillicothe to Richmondale; expansion of U.S. Route 50 from Athens to Coolville at two separate points to complete the final phases of the four lane Appalachian Highway from Cincinnati to Belpre, Ohio; replacement, and expansion of the U.S. Grant Bridge on U.S. Route 23 to Kentucky for safety and economic development purposes; and, final development of the Ravenswood Connector from Pomeroy, Ohio to Ravenswood, West Virginia closing a large gap in the U.S. Route 33 corridor connecting Columbus, Ohio with Interstate Route 77 at Ravenswood, and providing greater accessibility to the Ravenswood Ohio River Bridge. I would urge the Subcommittee to give the Ravenswood Connector the greatest consideration because of the role it will play in the development of the region. Not only will the Ravenswood Connector advance economic development in Ohio and West Virginia by increasing access to Columbus, but this route will also eventually play a greater role in development in the entire Southern Ohio region since it will also provide access to the proposed Interstate 74 corridor crossing Southern Ohio. While I am not seeking a funding authorization today for the I-73/74 corridor, I cannot overly stress the importance of this project to the long-term development of the region.

In closing, I would like to make three points. First, not a single specific funding authorization was made for the region I represent under the Intermodal Surface Transportation Efficiency Act (ISTEA). That is why I am so appreciative of the Subcommittee's efforts to include projects that were overlooked under ISTEA. Second, I do not seek these authorizations without sound justification. Both the State of Ohio and the federal government have recognized the importance of these highway projects to the development of the region by including them in their transportation network plans. Finally, I want the members of this committee to know the positive economic impact that these projects will have on the region. The short-term jobs created by these projects are urgently needed by the communities in these areas. The long-term effects of the road system will allow Southern Ohio's resources to be interconnected. The system will help improve the transportation of goods and services, the accessibility of the region to tourists, and the ability of businesses to consider Southern Ohio an attractive location for economic development.

Again, I want to thank you for giving me this opportunity to present you with the importance of transportation infrastructure to the development of the economy of Southern Ohio. I believe that authorization of the proposed projects will help my constituents take advantage of the modern transportation systems which so many other Americans take for granted.

TESTIMONY BY
REPRESENTATIVE RAY THORNTON (AR-2)
BEFORE THE
HOUSE PUBLIC WORKS AND TRANSPORTATION COMMITTEE,
SUBCOMMITTEE ON SURFACE TRANSPORTATION
March 10, 1994

SUBJECT: IMPROVED ACCESS TO INTERSTATE 40 FOR
THE CITY OF CONWAY, ARKANSAS

Thank you, Mr. Chairman and distinguished members of the Committee, for your leadership in formulating and carrying forward our nation's transportation strategy. Thank you also for the opportunity to discuss a project that deserves to be included in the National Highway System plan, the guide for future federal investment in highways.

The city of Conway, which is located in my district, has experienced phenomenal growth in recent years -- 30% in the past decade with a continuing growth rate of over 5% per year. Growth has been fueled by residential, commercial, and industrial expansion in the area, as well as the explosive growth of the University of Central Arkansas which doubled enrollment during the 1980's and now serves over 10,000 students.

Conway, which is located approximately 20 miles north of Little Rock on Interstate Highway 40, has also become a major satellite community and, in 1992, was brought into the boundaries of the Little Rock/North Little Rock Metropolitan Planning Organization.

This boom in development has resulted in increased traffic and reduced service levels for the streets of Conway, causing congestion problems that were not foreseen 10 to 20 years ago. The Conway city leaders, in conjunction with state highway officials, have outlined a proposal to improve access to Interstate Highway 40 that I believe is consistent with the goals of our national transportation strategy.

I would like to briefly outline the scope of the proposal, then recognize Mayor David Kinley and request that his written remarks and supplementary information be included with my statement in the record.

The Conway bypass proposal, which was included on the State's National Highway System submission to the Department of Transportation and on Metroplan's twenty-year plan, involves the construction of a 9.5-mile, four-lane divided highway along the south and west sides of Conway, commencing and terminating at two proposed interchanges on Interstate Highway 40, a principal arterial.

Testimony by Rep. Ray Thornton

March 10, 1994

Page 2

This facility will relieve congestion at existing Interstate Highway 40 exchanges within the city by allowing traffic bound for the western, residential area of Conway to bypass the congested downtown area in central Conway without having to compete with industrial traffic exiting to the east at State Highway 286.

Additionally, it will provide an important linkage for present and future intermodal transportation systems -- including the Union Pacific Railroad, a municipal airport, and a proposed industrial harbor on the Arkansas River -- and facilitate the extension of the Central Arkansas Transit Authority's commuter bus routes to Conway and other regional work locations in the area.

The city has completed a preliminary engineering and planning study, and a report requesting a revision of control of access on Interstate Highway 40 has been submitted to the Arkansas Highway and Transportation Department and is awaiting transmittal to the Federal Highway Administration. A project authorization request shall be included with this testimony for the record.

I appreciate the Committee's consideration of this important and deserving proposal and strongly urge its inclusion in the National Highway System plan.

At this time I would like to yield the remainder of my time to the Mayor of Conway, David Kinley, and ask that his written statement and supplementary information be included in the record. We will be happy to answer any questions that the Committee may have.

Testimony Presented Before:

**The United States House of Representatives
Public Works and Transportation Committee**

**Subcommittee on Surface Transportation
The Honorable Nick J. Rahall II - Chairman**

Subject: Conway Bypass Demonstration Project

Presented By:

**The Honorable Ray Thornton,
U. S. House of Representatives
The City of Conway, Arkansas
The Honorable David Kinley, Mayor
and
The Mehlburger Firm, Inc.**

March 10, 1994



CITY OF CONWAY
OFFICE OF THE MAYOR
 City Hall
 1201 Oak
 Conway, AR 72032

David G. Kinley
 Mayor

March 10, 1994

The United States House of Representatives
 Public Works and Transportation Committee
 Subcommittee on Surface Transportation
 The Honorable Nick J. Rahall II - Chairman
 Washington D.C.

Subject: Conway Bypass Demonstration Project

Dear Representative Rahall,

On behalf of the City of Conway, Arkansas, thank you for the opportunity to present the attached testimony to the Public Works and Transportation Committee, Subcommittee on Surface Transportation in support of the Conway Bypass being placed on the National Highway System Plan. The need for this highway is great. Our citizens inquire on a weekly basis about the status of the proposed bypass and when they can anticipate relief from the growing traffic congestion experienced daily in the area.

In 1984, we entered into a joint venture with the Arkansas State Highway and Transportation Department to form the Conway Transportation Advisory Committee. The committee studied numerous alternatives, invested City funds, and worked hard to develop the best solution to our growing traffic problems. An intermodal bypass has repeatedly been determined to be the best regional solution to overcoming the natural and man-made barriers inhibiting the development of an efficient transportation system for the City.

The City administration now believes that the best way to achieve accelerated funding for the bypass and provide relief for our citizens is to request its placement on the National Highway System Plan. In the future, the City will pursue funding authorization for a demonstration project showing the affects

Subcommittee on Surface Transportation
The Honorable Nick J. Rahall II - Chairman
March 10, 1994

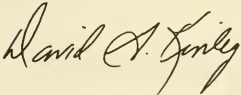
Page 2

of ISTEA on a regional basis. We are qualified for funding consideration as a demonstration project because the highway improvements will have an immediate, specific, measurable affect on a burgeoning regional growth center with major transportation problems that can best be resolved by construction of a multi-lane, limited-access, intermodal highway.

We appreciate this opportunity to present our testimony to the committee and look forward to a favorable response to our request. If you have any questions, please feel free to call on us, we will work diligently to provide the needed information as quickly s possible.

Sincerely,

The City of Conway, Arkansas

A handwritten signature in cursive script, reading "David A. Kinley". The signature is written in dark ink and is positioned above the printed name of the signatory.

Honorable David Kinley, Mayor

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Section One

Testimony Given Before:

The United States House of Representatives
Public Works and Transportation Committee

Subcommittee on Surface Transportation

The Honorable Nick J. Rahall II - Chairman

PROJECT AUTHORIZATION REQUEST

PROJECT DESCRIPTION:

An intermodal, four-lane, limited-access highway along the South and West sides of Conway, Arkansas, commencing and terminating at two proposed interchanges on Interstate Highway 40.

1. *Identify the State or other qualified recipient responsible for carrying out the project.*

If funded, the Arkansas State Highway and Transportation Department (AHTD) in cooperation with the City of Conway will be responsible for this project.

2. *Describe the design, scope and objectives of the project, including the phase or phases proposed for funding.*

The proposed 9.5-mile highway will consist of four lanes divided by a grassed median and will be designed for a 50 mile-per-hour design speed. Access to the facility will be limited to signalized, at-grade intersections. (The facility may be constructed to Interstate standards depending on the source of funding.)

The objective of this project is threefold. First, the highway will serve as a demonstration project showing the positive, quantitative effects of the Intermodal Surface Transportation Efficiency Act (ISTEA) in the development of a multi-lane limited-access highway around a growing urbanizing city. Second, the facility will relieve congestion at the existing Interstate Highway 40 (IH 40) interchanges within the City by allowing traffic bound for the western residential area of Conway to bypass the congested downtown area. Third, the bypass will promote development and economic growth for the City by providing access to existing industries, railroads, and future airport and river port facilities.

3. *Is the project eligible for the use of Federal-aid fund?*

Yes, the project is eligible for the use of Federal-aid funds.

4. *What is the total project cost and source of funds?*

The total estimated construction cost for the multi-lane limited-access highway is fifty-million dollars (\$50,000,000). Source of funds: Federal-aid, ISTEA, Interstate Trust Fund and/or Special Funding as a Demonstration Project.

5. *Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available for the project?*

No private sector funds are anticipated for this project.

6. *Will the completion costs for the project exceed the amounts requested for the project?*

Preliminary cost estimates indicate that the project can be constructed within the amount requested.

7. *Has early work, such as preliminary engineering and environmental analysis been done on the project?*

A report requesting a revision of control of access on Interstate Highway 40 has been completed and is being reviewed by AHTD prior to their forwarding it to the Federal Highway Administration for their review and approval. This report investigates the transportation impact that the proposed facility will have on IH 40 and the City. The report also addresses the environmental effects of construction of the interchanges. A general environmental analysis was performed to set the alignments of the proposed interchanges. An in-depth environmental assessment for the route will be conducted as part of the Corridor Study phase of the transportation project.

8. *What is the proposed schedule and status of work on the project?*

The application for revision in control of access has been completed and is awaiting transmittal by AHTD to the Federal Highway Administration. Once funding for the project has been obtained, the Corridor Study will establish the alignment of the transportation facility and design work will then begin. The projected date for beginning construction is 1996.

9. *Is the project included in the metropolitan and/or State transportation improvement plan(s), and if so, scheduled for funding?*

The project is included in the Metroplan twenty-year plan, but is not currently scheduled for funding.

10. *Is the project considered by State and/or regional transportation officials as critical to their needs?*

Yes. The project is considered essential by local transportation officials. The City of Conway has invested much time and money in an effort to solve their traffic problems. Also, Metroplan feels this facility has enough merit to be included on the National Highway System Plan. The recommendation to include this facility on the National Highway System Plan was then endorsed by the Arkansas Highway and Transportation Department.

11. *Why have State and/or regional transportation officials not given the project sufficient priority to obtain funding through the normal ISTEA funding?*

The need for this facility is due to the phenomenal growth of the City of Conway. The City has experienced a boom in development and population, thus, the traffic problems were not foreseen 10-20 years ago, which is the lead time required for normal state funding procedures.

12. *Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?*

The project is greatly desired by the citizens of Conway. No significant opposition is anticipated.

The location of the highway will be driven by environmental factors discovered in the corridor study process. The environmental concerns that appear to be factors are wetland and screening/sound abatement issues. Due to topography, some wetlands will be encountered. It appears that these concerns can be addressed through avoidance of wetlands and mitigation of affected areas. Berms, landscaping and other acceptable measures will be proposed to mitigate sound pollution and screening problems. No historic or archeological sites are believed to be on the proposed route.

13. *How will the project objectives be achieved?*

Once funding is obtained, the City of Conway will follow procedures of the Federal Highway Administration and the Arkansas State Highway and Transportation Department concerning the development of major highway projects and how they desire the project to proceed.

14. *Describe the economic, energy efficiency, environmental, congestion, mitigation and safety effects associated with completion of the project.*

The economic benefits will be further investigated during the Cost-Benefits Analysis portion of the Corridor Study. However, it is the growth and vitality of the Conway economy that is fueling the need for expansion of the City's transportation system. The City has grown 25% in the last four years. It continues to grow at a rate of 4.3% per year. Intensive residential development west of Conway, expansion of colleges, industries, and commercial properties are increasing traffic flow problems.

Traffic analyses have shown that implementation of the proposed improvements will result in an annual travel time savings of over 260,000 hours and a comparable reduction in fuel consumption and emissions through improved access between IH 40 and the existing major traffic generators located within the City. Development of the bypass will promote development of centrally located, easily accessible, park and ride facilities conveniently accessible by the Central Arkansas Transit Authority system.

On IH 40, exit 129 (Highway 286) and exit 125 (U.S. Highway 65B) were noted as two of the top three most dangerous intersections in Conway. In 1992, each intersection had 60 traffic accidents.

The environment surrounding Conway inhibits the normal development of major highways. The City is confined on four sides by the following natural and man-made barriers: Round Mountain, Arkansas River, Cadron Ridge, Interstate Highway 40 and the Missouri Pacific Railroad. These barriers have impeded and restricted the development of an efficient transportation system. Construction of the bypass will promote efficient access to the Interstate Highway system and breach most of the barriers surrounding the City.

The current congestion at the existing interchanges will be dramatically reduced. This reduced congestion will make the interchanges function more safely. Specifically, the proposed improvements will remove the majority of the passenger car traffic from exit 129, which serves the industrial area of the City. Currently, the majority of residents use this interchange to access residential areas in western Conway.

15. *Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?*

Completion of this project will require the extension and upgrading of some existing roads adjacent to the proposed bypass. These additional improvements will allow the facility to function more efficiently. The improvements to adjacent roadways which are necessary for the proper functioning of the new facility will be included in this project. Other improvements to adjacent facilities will be constructed later through normal public/private funding channels as they are needed.

16. *In lieu of the proposed project, what other transportation strategies have been considered by State and local transportation officials?*

Investigation of the traffic problems of the City of Conway identified four possible solutions:

- A. Do nothing.
- B. Upgrading the existing arterial streets through the downtown area.
- C. Upgrading State Highway 286 along with construction of an arterial connecting State Highway 286 to IH 40 at a new interchange West of the City.
- D. Conversion of two existing overpasses on IH 40 East of Conway to a split diamond interchange, along with a new interchange on IH 40 West of Conway, and an arterial roadway connecting the two.

Each of the above alternate transportation strategies was carefully considered in the report requesting a revision of control of access on IH 40. They were found to be insufficient to resolve the long term traffic problems of the region.

17. *Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project? Has this project previously received Federal funding, commitments regarding future Federal funding (such as an LOI of Full Funding Agreement), or appropriations?*

This is the first request for authorization of funding for this project. The project has not previously received Federal funding, commitments regarding future Federal funding, or appropriations.

18. *If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?*

The City of Conway would support general fund revenues as a source of funds for this project.

CONWAY'S PATH FOR PROGRESS

Testimony supporting the need for a multi-lane, limited-access bypass around the south and west sides of the City of Conway, Arkansas

The City of Conway is requesting placement of the bypass on the National Highway System Plan so that it can pursue funding for the project. One funding option being considered is as a Highway Demonstration Project showing the positive, quantitative effects of the Intermodal Surface Transportation Efficiency Act (ISTEA) in the development of a multi-lane, limited-access highway around a growing urbanizing city. Upon completion, the results of the project can be measured, quantified and compared to projections of cost and benefit, thus verifying the anticipated benefits of ISTEA on the development of major transportation investments. The following information is provided as documentation in support of the growth and prosperity of Conway and the needs for and anticipated benefits of a multi-lane, limited-access, bypass around the City.

1. The Conway Bypass project offers a unique opportunity to show how a multi-lane limited-access highway can be constructed in 100% compliance with the provisions of ISTEA. The project would develop a program that will provide quantitative and qualitative data and guidelines supporting future legislation governing the development of major transportation improvements.
2. The City of Conway has worked diligently to solve its traffic problems on its own and with the help of the Arkansas State Highway and Transportation Department (AHTD). The City's work includes:
 - Entering into a joint venture with AHTD in 1984 to form the Conway Transportation Advisory Committee. The Committee studied numerous alternatives, invested City funds, and worked hard to develop solutions to growing traffic problems. The proposed bypass is the result of ten years of analysis of various transportation alternatives.
 - Voter approval of 8 million dollars worth of capital improvement bonds for improving local streets.
 - Phase one development of a city bike-way system using ISTEA funds.
 - Working with AHTD to widen State Highway 286 to four and five lanes from IH 40 westward to Donald Ridge Road. Included with this project is a new Missouri Pacific Railroad overpass.
 - Working with AHTD to widen State Highway 60 from U. S. Highway 65B to the Arkansas River bridge.

- The City has invested over \$100,000 of its tax dollars to date in preliminary studies, analysis, reports, cost estimates, and a request for revision of the control of access on IH 40 in support of the Bypass project. The City is moving forward with the early phases of the project because the need is great, the citizens want relief from the growing congestion and AHTD has a backlog of work that will not permit the project to be scheduled for many years.
2. The need for the bypass is due to Conway's impressive and continuing growth in all sectors of the City's economy, which has produced a growth rate of 25% over the last four years. The City continues to grow at the impressive rate of 4.3% per year. Conway and the surrounding Faulkner County area is the fastest growing region in the State. Conway's impressive growth rate is due to the following factors:
- There are three (3) institutions of higher education in the City that collectively pump over 100 million dollars per year into the local economy.
 - Over 6,500 persons are employed in the stable, diverse, industrial base of the City.
 - 43.9 million travel dollars supporting food, gas, and lodging establishments were expended in the City in 1992.
 - 32.0 million dollars worth of agricultural products flow through the City each year.
 - The City has a robust retail economy. Forty percent of all retail sales are to persons who live outside the City.
 - The Conway Corporation is responsible for providing utilities to the City's residents. The corporation's high quality utility system has resulted in utility rates that are 39% lower than surrounding areas.
 - The City has established a new water source capable of sustaining the City and its future growth for forty years.
 - The City has a low crime rate. In addition, the overall crime rate dropped 4.2% in 1993.
 - The City has constructed and permitted a landfill and recycling center with capacity to meet the community's needs beyond the year 2030.

3. Housing starts in Conway have been robust and growing for the last five years:

1989 - 218	1992 - 369
1990 - 271	1993 - 445
1991 - 368	1994 - 594 (projected)

The median price of a new home is \$110,000.00.
4. School population has increased 19.1% in 6 years (across all racial groups).
5. The expansion of colleges, industries, commercial properties and intensive residential development in western Conway, are dramatically increasing traffic flow problems through the city's core to IH 40.
6. Access to IH 40 is limited to 3 points which must flow through narrow, congested, downtown streets. These access points were designed in 1955. The City has grown over the last 39 years and exceeded the capacity of the existing interchanges and their adjacent street system's ability to provide modern, efficient access to the interstate system.
7. The City is surrounded by natural and man-made barriers (Cadron Ridge, Arkansas River, Round Mountain, IH 40, and Missouri Pacific Railroad). These barriers have impeded and restricted the development of an efficient, regional transportation system.
8. The average commute from western Conway residences to IH 40 is 20 minutes. The proposed bypass will reduce this time, conserve fuel, promote improved air quality and promote access to mass transit.

PROJECTED BENEFITS OF THE CONWAY BYPASS

DEVELOPMENT OF THE CONWAY BYPASS WILL:

1. Create a unified, intermodal transportation facility.
2. Support the development of improved rail, water, and airport facilities by providing better access to them from IH 40. The roadways currently serving these facilities will thus have increased capacity for pedestrian and bicycle use.
3. Reduce congestion and support the future growth of the community.
4. Improve access to IH 40 from outlying areas.
5. Reduce congestion at the three existing interchanges located within the city limits.
6. Result in improved level of service at eight existing IH 40 ramp/cross road intersections, in that the vehicle/capacity ratios will be reduced.
7. Result in improved level of service along nine miles of IH 40 mainlanes. Traffic volumes and weaving maneuvers along this section will be reduced by approximately 22%.
8. Support development of improved rail, water, and air transportation facilities through better access to potential sites for such facilities.
9. Result in reduced travel times from those achievable under current conditions, thus conserving fuel and reducing emissions.
10. Result in an annual travel time savings of over 260,000 hours and a comparable reduction in fuel consumption through improved access between IH 40 and existing major traffic generators located within the City of Conway.
11. Stimulate planned orderly growth of the outlying areas of Conway.
12. Reduce congestion, air pollution and through traffic in the downtown core.
13. Promote the development of mass transit and express bus service to regional work locations by encouraging extension of the Central Arkansas Transit Authority's commuter bus routes northwestward to Conway.

SUMMARY

We have identified in this document several reasons why the City of Conway, Arkansas is qualified to be included in the National Highway System Plan. Our city government and the citizenry it serves has a proven and long standing record for meeting the goals and objectives established by our community leaders.

We have developed a strong utility system with a forty year capacity. We have quality land use planning to meet the challenges presented by rapid growth. Our economic environment is well developed yet still emerging. Our solid waste facility and recycling center has the capacity to serve our citizens well into the next century. We have maintained a joint venture partnership with the Arkansas State Highway and Transportation Department for ten years, in an effort to resolve the City's transportation problems.

Perhaps most importantly, we have the support of our voting public. In July of 1993, the voters passed a tax increase, by a margin of 75%, to be used for capital improvement projects of which the majority were transportation related. The bypass project is the number one transportation priority in our community.

The U. S. Congress can be assured, that this investment in the City of Conway will yield superb benefits to the residents of Faulkner County, Arkansas and the surrounding region. It will serve as an exemplary project for other communities in our nation to emulate. It will create a project with measurable benefits that will help refine future national highway legislation.

Thank you for your consideration of this worthy project for inclusion in the National Highway System Plan.

Section Two

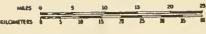
Supplemental Information

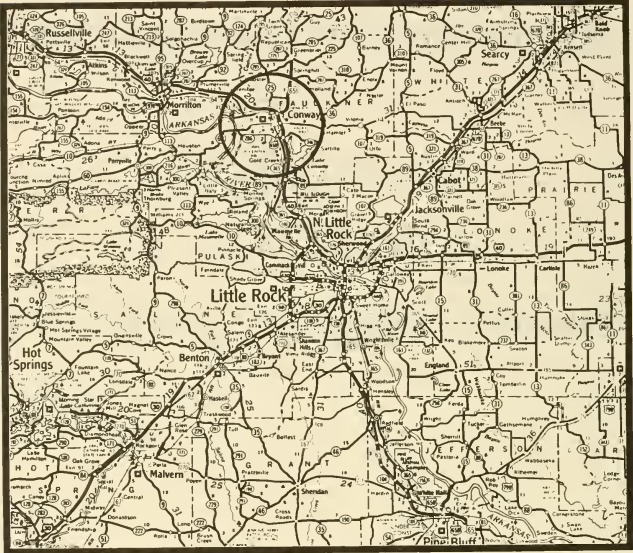
Vicinity Map

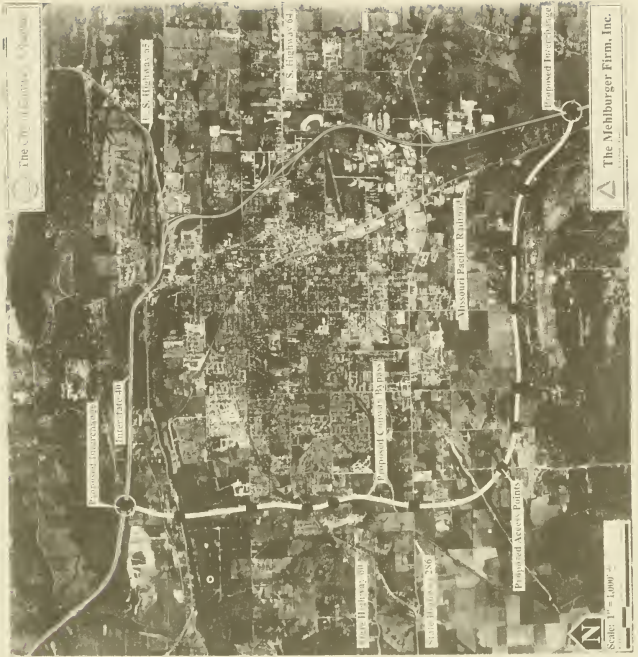
Aerial Map

National Highway System Map

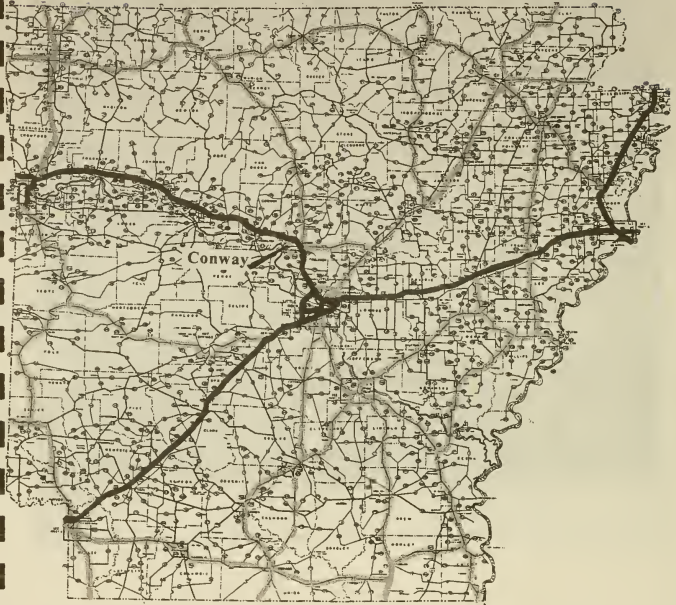
VICINITY MAP

Scale: 





PROPOSED
NATIONAL HIGHWAY SYSTEM
(NHS)



INTERSTATE

OTHER PRINCIPAL ARTERIALS

SUBMITTED 12-6-93

82-013 939

3-1-94

C.A.R.R.

Citizens for Appropriate Rural Roads
P.O. Box 54, Stanford, IN 47463
(812) 825-9553
or
P.O. Box 97, Mackey, IN 47654

TESTIMONY OF CITIZENS FOR APPROPRIATE RURAL ROADS ON THE NATIONAL HIGHWAY SYSTEM PROPOSAL FOR INDIANA

PRESENTED BY
THOMAS R. TOKARSKI

TO THE
SURFACE TRANSPORTATION SUBCOMMITTEE

MARCH 10, 1994

ALTERNATIVES TO THE I-69 EXTENSION IN INDIANA

All of the objectives of the NHS in Indiana can be achieved without the proposed new terrain I-69 extension. Therefore, we ask that the I-69 extension, as proposed, be withdrawn from the NHS plan. Our reasons for this request are:

- 1) Reasonable alternatives to the proposed route are available using existing highways.
- 2) These alternatives would be much less expensive.
- 3) The proposed route between Indianapolis and Houston will merely duplicate existing interstate routes.
- 4) Indiana does not have the monies to adequately maintain existing roads.
- 5) Realistic economic projections in no way balance the known costs and environmental and social damage of this extravagantly expensive highway.
- 6) This project is the object of widespread and growing opposition.

Our specific comments on using existing highways to implement the NHS are found in Inclusion 1. We believe that using existing highways to improve transportation in Indiana will do less social and environmental damage with greater economic benefits to more people.

If an interstate connecting Indianapolis to Evansville, Indiana is deemed essential then using existing I-70 to US-41, with upgrades to make US-41 limited access (it is now 4-lane

divided with at-grade crossings), could be done for approximately a third of the cost of constructing the new terrain alternative (Incl. 2). A bypass around Terre Haute, connecting I-70 to US-41, is already in the planning stage. INDOT's own consultants estimated this route would be only eight minutes longer than the proposed route (Incl. 3).

State Road 37, a four-lane, divided highway, is complete from Indianapolis to US-50 at Bedford, but only the segment from Indianapolis to Bloomington is included in the NHS proposal. We believe the segment of SR-37 from Bloomington to US-50 was omitted because it would clearly show the redundancy of the new terrain I-69 proposal from Bloomington to SR-57 near Newberry (Incl 4). Also note that SR-37 from Bloomington to Bedford connects SR-46 to US-50, both highways in the NHS.

Our organization does not believe a new interstate is needed in Indiana, but if this committee insists on including the I-69 extension in the NHS, we ask you to exercise your oversight role and insist that Indiana chose the most fiscally and environmentally responsible alternative.

STUDIES RELATED TO THE I-69 EXTENSION

You will hear much today from the supporters of this highway project regarding its purported economic benefits. In response to these claims I refer you to the 1990 congressionally mandated economic feasibility study by the respected consulting firm of Donohue and Associates. This study was done at the urging of Congressman McCloskey at a cost of almost \$500,000 in federal funds and was administered by the Indiana Department of Transportation. This study did not recommend the construction of another major highway in southwestern Indiana (Incl. 5). That recommendation was based on a low benefit/cost ratio (Incl. 6). This is only the latest in a series of independent studies looking at the feasibility of another major highway in this region. None of them recommended the construction of such a highway (Incl. 7).

Since the Donohue Study was released highway supporters have generated a smoke screen of reports and studies which have attempted, in one way or another, to refute Donohue. These revisionist studies have all been based on opinion, judgement, or dubious new assumptions regarding costs and benefits. None has presented substantial new economic data that refutes the conclusions of the Donohue Study. Donohue alone provides the systematic, quantitative, and objective economic analysis that can be relied on for public policy decisions that involve the expenditure of a billion dollars.

The written responses by the Indiana Department of Transportation (INDOT) to Congressman Rahall's inquires concerning the I-69 extension, dated 20 December, 1993, are inaccurate and misleading. They seriously overestimate the benefits and underestimate the costs of the project. Using Indiana's Open Records Act, our organization is currently seeking INDOT'S documentation for their highly unrealistic projections. We will submit our responses to all eighteen of Congressman Rahall's questions as soon as INDOT responds to our request for information. In the meantime, our replies to some of Congressman Rahall's inquires are included in this testimony. We sincerely believe that a complete and honest accounting of the highway's costs, as well as benefits, are necessary if this committee is to make an intelligent judgement on its feasibility.

Toward the end of large public works programs, such as construction of the interstate system, there is a danger of overbuilding. Those who profit from these programs do not easily give up their taxpayer subsidies. Nevertheless, there comes a time for closure. The interstate system, as stated in ISTEA, is essentially complete. The inclusion of the I-69 extension in ISTEA and NHS was a political rather than a practical transportation decision. As shown in Inclusion 13, the I-69 extension will essentially duplicate existing routes, an unfortunate example of overbuilding.

COST OF THE I-69 EXTENSION

The I-69 extension will be an extravagantly expensive highway. Representative Frank McCloskey, the highway's chief sponsor, stated at a public meeting in Bloomington, IN in August of 1993: "For lack of a better term, being close enough for government work, we're looking at a billion dollar project." The construction cost of the 32 mile segment from Bloomington to US-57 alone is estimated at approximately \$400 million (Incl. 8) These costs are high because of the rugged, karstic, environmentally sensitive nature of the new terrain route. Further south in Indiana the route will cross extensive wetlands and prime farmland.

One billion dollars is not the entire cost of the highway in Indiana. The following costs were not included in INDOT's written testimony to this committee:

- Cost of construction for upgrading to limited access the approximately 50 mile segment of SR-37 from Bloomington to Indianapolis.
- Cost to buy out dimensional limestone reserves within the right-of-way. The market value of these reserves are estimated at \$300-400 million (Incl. 9). While it is unlikely the limestone companies will receive this amount of compensation, they must be given "fair market value" for their mineral reserves. This will amount to a huge taxpayer subsidized buyout of a mineral resource and a windfall for the affected companies.
- Cost of environmental mitigation. Due to the extremely sensitive nature of the proposed new terrain route the Donohue, et. al. Study estimated these costs would be significant (Incl. 10).
- Another costly environmental problem has arisen with the plan to construct an interstate quality interchange where SR-37 meets the proposed realignment of SR-46. The interchange would pass within 250 feet of a Superfund site situated in unpredictable karst terrain. The risk of groundwater contamination is of sufficient concern that the Bloomington City Council passed a resolution urging

the INDOT and the FHWA to conduct a full EIS on the site.

- Cost of legal challenges. Lawyers for the Hoosier Environmental Council, the largest environmental coalition in Indiana, are currently working on expected legal challenges to the EIS process.

INDIANA IS NOT ADEQUATELY MAINTAINING ITS EXISTING HIGHWAYS

While Indiana is 38th in land area among the States it is 13th in the number of miles of interstate highways. Indianapolis has more interstate highway connections than any other city in the Nation. Meanwhile, Indiana is unable or unwilling to maintain its other highways. For example:

- The Indiana Association of Counties states that 22% of the state's 80,000 miles of local roads and streets are in poor condition. The Indiana Economic Development Council's 1993 report concluded 57% of the state's most heavily used roads need repaving or reconstruction while 40% of its bridges are deficient.
- Indiana's roads and bridges were ranked 9th worst nationally of the 50 states in terms of general condition in December 1992 by the Association of Builders and Contractors.
- The Indiana Department of Transportation is 356 bridges behind in bridge replacement with \$325 million needed to catch up. It is 289 bridges behind in bridge rehabilitation with \$86 million needed to catch up. Excluding interstate repairs, where it is actually a bit ahead, it is 300 miles behind in state highway resurfacing with \$41 million needed to catch up. With an annual target of 82 bridge reconstructions, it is doing 41. With an annual target of 115 bridge rehabs, it is doing 75. With an annual target of 625 miles of state highway resurfacing excluding interstates, it is doing 538.

Decades of underfunding for maintenance has dug Indiana into a deep hole. Adding capacity to a system it cannot now maintain will lead to further deterioration of Indiana's statewide highway network and undermine the goals of the NHS.

PUBLIC OPPOSITION AND SAFETY CONCERNS

There is widespread and growing opposition to the proposed I-69 extension in Indiana. Signatures on petitions opposing the highway now exceed 30,000. The project is being opposed by environmental groups, farmers, fiscal conservatives, and rural citizens. Also note that 13 of the 17 responses to the NHS proposal in Indiana expressed opposition to the I-69 extension (Incl 11).

We dispute INDOT's claims for safety improvements due to the I-69 extension. I-69 boosters frequently cite accident statistics for Southwestern Indiana without comparing this region with other regions of Indiana. The Indiana Factbook for 1992 reveals that most counties in SW Indiana have relatively low accident and fatality rates. As more traffic comes to the area with the new highway there will be more accidents and fatalities. In INDOT's testimony to this committee they stated that there would be a 50% reduction in accidents as a result of the construction of this highway. Unfortunately, they did not specify the area to which this reduction applies. The Donohue Study estimated the reduction in overall accidents attributable to a new freeway at 12.5%.

In neither study were calculations made to determine accident reductions due to repairing and upgrading existing highways throughout the area.

WHO WILL FUND THE I-69 EXTENSION?

Due to the poor condition of Indiana's existing highways, and widespread and growing opposition the I-69 extension, Governor Bayh and the State of Indiana are reluctant to use their share of the National Highway Trust Funds to pay for the I-69 extension. It appears that Indiana expects the federal government to fund the project with several hundred million dollars of special appropriations (Incl 12).

In this context it is significant that Indiana has the 9th-lowest state gasoline tax. Hoosiers spend \$125/person/year on roads, far below the midwest average of \$196, according to the Center for Urban Policy at Indiana University's School of Public and Environmental Affairs.

The Bayh administration and INDOT are willing to be agents for spending several million dollars on various studies that enrich consultants but when it comes to the tough choices to give priority to the project they balk. This is evidenced by their reluctance to spend any of Indiana's \$2.5 billion share of the Federal Highway Trust Fund on the project. Representative McCloskey's attempt to fund the highway as a demonstration project, even if he were able to get \$20 million a year, would be a waste of tax dollars. At that rate it would take 50 years to complete the project, except that by then the cost would have doubled and it would never be completed.

Since it is clear that the I-69 extension cannot be funded and built in a reasonable period of time it should be abandoned. It is fiscally irresponsible to spend millions of tax dollars on studies for a highway that will never be built. Also, keeping the project alive, in name only, for political reasons is unfair to those citizens whose land and lives are now in limbo because of the threat of the highway.

I-69, THE NAFTA CONNECTION

In their responses to Congressman Rahall's inquires, INDOT stated: "Coupled with the I-69 and I-94 corridors from Indianapolis to Detroit and on to Canada, the Indianapolis to Houston corridor can become an important highway corridor for the North American Free Trade Agreement." Contradicting INDOT's statement, the FHWA, in a recent report to Congress entitled: Assessment of Border Crossings and Transportation Corridors for North American Trade stated: "It is important to note that any major new transportation corridors in the U.S. cannot

currently be justified alone on the basis of North American foreign trade. There are studies that indicate the general need for augmented infrastructure. However, there is no outstanding data that supports construction of any particular border to border transportation corridor."

Calls for the extension of I-69 from Indianapolis to Houston, Texas must be considered in relation to existing interstate connections between those cities. Federal Highway Administration personnel have noted the fault in this proposal. In a letter to Katherine Davis of INDOT, dated 14 April, 1992, Arthur Fendrick, Division Administrator, FHWA wrote:

"...there is some mention of the fact that this highway development could be viewed as an important link in the interstate system between Detroit and Memphis. This is a somewhat specious argument, as a casual glance at a map of the Federal-aid Highway System will show that there is already a relatively direct interstate system between these two cities." (Incl.13) Also, during the debate on the NAFTA no major new transportation public works program was included as a cost or requirement of the treaty.

CONCLUSION

The money spent on or allocated for the I-69 extension to date is a token down payment on the projected cost of this massively expensive project. There are numerous areas of need within the NHS as well as other areas of transportation where these funds could be put to better use. Indeed, rescission of the I-69 extension, as it is currently proposed, will strengthen Indiana's proposal for the NHS. Rescinding the new terrain I-69 extension will also show that the most socially and environmentally responsible action can also be the the most fiscally responsible action.

OTHER HIGHWAYS PROPOSED FOR INCLUSION IN THE NHS IN INDIANASR-37/US-50:

In Indiana's NHS proposal SR-37, a modern, four-lane, divided highway, is included only from Indianapolis to Bloomington (Inclusion 4). The segment from Bloomington to Bedford, where it connects with US-50, is left out. US-50 is included in the NHS proposal. The existing SR-37/US-50 route from Bloomington to Washington, Indiana roughly parallels the proposed new terrain I-69 route. There will be virtually no savings in distance or time on one route over the other.

I-70/US-41:

Indiana's NHS proposal includes I-70 and US-41, with a proposed bypass around Terre Haute. US-41 is a four-lane, divided highway. Consultants for INDOT found that this route connecting Indianapolis with Evansville, with improvements to US-41, would take only eight minutes longer than the proposed I-69 route (Inclusion 3). The cost of the bypass around Terre Haute and improvements to US-41 are estimated at around \$300 million (Inclusion 2). The current estimate for the all new terrain I-69 extension from Indianapolis to Evansville is \$1 billion.

SR-231:

Some proponents of the new terrain I-69 proposal claim it is needed to service the Naval Surface Warfare Center at Crane, IN. However, SR-231 was included in the NHS as a STRAHNET connector specifically to service that facility. Planned improvements to SR-231 will make that highway, which connects I-70 with I-64, more than adequate for NSWC Crane's needs. Proponents who support the I-69 extension because they believe it will help to keep the Crane facility open should note that Fort Benjamin Harrison in Indianapolis was recently closed. That facility is on or near four interstate highways.

From: Donohue, et. al., 1990

Incl. 2

TABLE 2.3

PRELIMINARY CONSTRUCTION RIGHT-OF-WAY
AND ENGINEERING DESIGN COST ESTIMATES
(COST IN MILLIONS)

Alternative	Highway Classification		
	Super 2	4-Lane Modified	4-Lane Freeway
<u>Evansville Corridor</u>			
* A1	0	0	\$219
A2	\$201	\$393	\$645
A3	\$173	\$476	\$689
A4	\$257	\$536	\$761
A5	\$219	\$577	\$767
A6	\$215	\$577	\$822
<u>Jasper Corridor</u>			
B1	\$355	\$675	---
B2	\$313	\$666**	---
B3	\$268	\$616**	---
<u>Tell City Corridor</u>			
C1	\$121	\$235	---
C2	\$160	\$256	---

* Includes grade separations and interchanges at major intersecting highways.

** B2 and B3 costs were also analyzed by segment to determine their differential cost if the A5 alternative was constructed through this area. In this case, B2 costs would be \$334 million and B3 costs would be \$455 million.

* A1=upgrades to US-41, 1989 dollars.
Bypass around Terre Haute, estimated cost=\$30 million
Upgrades plus bypass plus increases due to inflation=\$300 million

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Memo: Indy link only 8 minutes faster

Officials not likely to refer to estimate

By Terry Wells
Staff reporter

An internal memorandum released by the Federal Highway Administration shows that only 8 minutes of travel time would be saved between Indianapolis and Evansville with construction of Interstate 69.

The handwritten note, part of a 2-inch package released to a Bloomington, Ind.-based opponent of the \$1 billion project, said the 8-minute travel margin probably would not be included in an environmental study

for "political reasons."

The memo, written April 11, 1961, by FHWA environmental engineer Larry Hell, said driving from Indianapolis on Interstate 70 west to U.S. 41 and south to Evansville — the quickest existing route — would take only 8 minutes longer than a trip along the proposed I-69 alignment.

Hell added in the memo that, "given the political nature of this project, no discussion is expected in the document," a reference to the environmental impact statement that was being prepared for the Indiana Department of Transportation at the time.

In recent years, officials have said the extension of I-69 south through Bloomington, Washington and Petersburg to Evansville could

save 15 to 30 minutes in travel time while providing an impetus for new industry to locate in the area.

The 30-minute estimate remains valid, federal officials said, only if one travels to Indianapolis through Bloomington — not by going north on U.S. 41 and east on Interstate 70.

Hell wrote that the information about the I-70/U.S. 41 time difference should be included in the "no-build alternative" section of the environmental document. National Environmental Protection Act requires agencies to address what would happen if no project were built.

The federal highway officials said today that the time estimate provides an 8-minute difference based on the likelihood that a bypass will be built at Terre Haute, Ind., to

shunt traffic between U.S. 41 and I-70.

Tom Tokarski, the Bloomington activist, said the memo is evidence that federal officials were skeptical of the need for the project and that they expected INDOT to suppress the 8-minute estimate.

"You have people here clearly withholding information because it isn't favorable to the project," Tokarski said.

Phil Schermerhorn, an INDOT spokesman, said this morning he has not had an opportunity to view the released documents. But he said he said the debate over I-69 has gone on for years, both within and outside government.

Schermerhorn said he doubted

• See "Indy," Page 8

Indy • Continued from Page 1

the accuracy of the 8-minute time difference, however, noting that drivers who use U.S. 41 have to contend with traffic lights and a 55 mph speed limit.

Tokarski said he received the document from INDOT after sending three separate rounds of requests to state officials under the Indiana Public Records Act and to federal officials under the federal Freedom of Information Act.

The information would likely be used if Tokarski's activist group, Citizens for Appropriate Rural Roads, ever goes to court to fight the project, he said.

Robert L. Burch, assistant division administrator for the Federal Highway Administration's Indiana office, said the "political" reference concerned the nature of the project itself.

The environmental study does not compare the proposed alignment to the existing I-70/U.S. 41 route because Congress authorized funds to study a highway route through Bloomington, he said.

"The congressional mandate for the study said the highway has to go from Indianapolis to Bloomington to Evansville," he said.

It is significant to note that the I-70/U.S. 41 route is dependent on the construction of a bypass around Terre Haute that could significantly reduce travel time.

The documents released also included a letter from FHWA district engineer James Threlkeld that discounts a notion that has gathered strong political momentum recently — that of making the Evansville-to-Indianapolis highway part of a mid-continental artery linking Detroit with Houston.

In late 1992, a coalition of business and political leaders from the eight states affected by the proposed highway gathered in Nashville, Tenn., and formed the Mid-Continent Highway Coalition. The group is now contacting members of Congress in

hopes of spurring new funds for the project.

But on April 14 — some six months before the formation of the Mid-Continent group — Threlkeld's assessment of making I-69 a link from Detroit to Memphis was less optimistic.

"This is a somewhat specious argument because, as a casual glance at the map the federal aid highway system will show, there is already a relatively direct interstate system between these two cities," Threlkeld wrote.

Tokarski said the memo contradicts the notion that the highway is needed to provide efficient transportation in the nation's financially ailing mid-section.

The documents released also shed light on confusion involving the consulting firm picked last year to do a full environmental impact statement for the Evansville-to-Indianapolis stretch.

Originally, the Evansville firm of Bernardin-Lochmueller & Associates was hired to do a full EIS on the Bloomington to Newberry section under a \$1.2 million contract. Two other firms were picked to write less rigorous environmental overviews.

Then, after strong criticism about breaking up the project into segments, INDOT announced in May that it would hire a new consultant to study the entire route. The state agency decided to stick with Bernardin-Lochmueller, and told that to the federal officials in a July 10 letter.

A month later, the federal agency wrote back to say the contract should be put out to bid. In October, then-INDOT Commissioner John Dillon said the agency was considering several other consultants.

Recently, INDOT announced that Bernardin-Lochmueller will do the work after all, but no dollar figure has yet been set.

Incl. 4

LEGEND

A State System Airports

P River and Lake Ports

T International Terminals

M Military Installations

Interstate

Proposed Routes

Congressional High

Priority Corridor

Proposed Routes

Major STRANET

Connectors

Other Principal

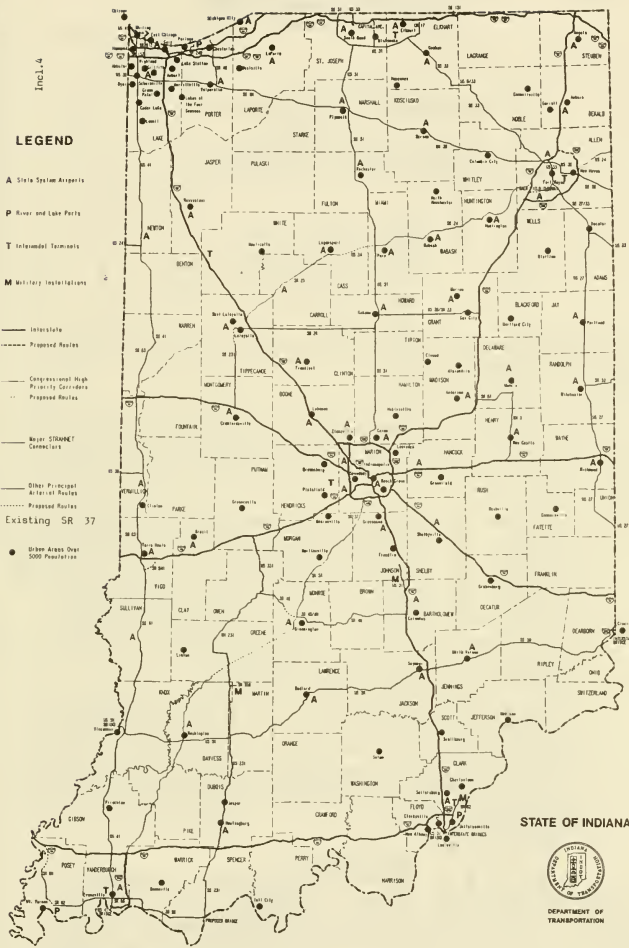
Arterial Routes

Proposed Routes

Existing SR 37

Shaded Areas Over

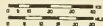
5000 Population



STATE OF INDIANA

DEPARTMENT OF
TRANSPORTATION

MAP SCALE



INDIANA NATIONAL HIGHWAY SYSTEM PROPOSAL

MAY 27, 1993 - AMENDED JULY 22, 1993
MODIFIED PER FHWA OCTOBER 18, 1993

PREPARED BY DIVISION OF TRANSPORTATION PLANNING, THE U.S. DEPARTMENT OF TRANSPORTATION

NOTED: 10/18/93

MAJOR CONCLUSIONS OF THE SOUTHWEST
INDIANA HIGHWAY FEASIBILITY STUDY

February 1990

Incl. 5

Prepared For
Indiana Department of Transportation

In Cooperation With
The U.S. Department of Transportation
Federal Highway Administration

By
Donohue & Assoc., Inc.
Cambridge Systematics, Inc.
Congdon Engineering Assoc., Inc.

Conclusions

In conclusion, none of the routes analyzed in this study are recommended for construction solely on an economic feasibility basis. This recommendation is based on the following:

- Low benefit/cost ratios were found for the range of alternative assumptions used in the sensitivity analysis, considered as a whole. Given these results, it is inappropriate to focus solely on the ratio resulting from the most optimistic set of assumptions, when under several other sets of assumptions the ratio is well below 1.00.

There is inherent uncertainty in any long-range economic forecasting process. The benefit/cost ratios developed in this study include employment and income benefits based on such forecasts. It is difficult to establish a specific benefit/cost ratio which determines economic feasibility. However, Cambridge Systematics' experience in other states has shown that projects with benefit/cost ratios in excess of 1.5 have been given priority funding. While this ratio has not been sanctioned officially by any state or organization, it has been found in our experience to represent a reasonable lower bound for project selection.

Funding would require creation of a multi-county authority and commitment of considerable local dollars for a long time period. This would assume that the highway is the highest priority for each of the counties along the route and that each county government is willing to devote significant revenue sources to the project for about 30 years. There is no such precedent of this type in the area. If undertaken, this project would be the most costly highway built in the State of Indiana since development of the interstate system.

Recommendations

Based on the results of the benefit/cost evaluation, construction was not recommended for any of the four alternatives. While the A/Freeway alternative does have a benefit/cost ratio greater than one under certain assumptions, it does not merit recommendation for construction given the magnitude of the ratio and the uncertainty involved in long-range economic analyses. Economic evaluations for many highway projects in other states have resulted in benefit/cost ratios ranging from 1.5 to 5.0. This suggests that there may be other projects both inside and outside Southwest Indiana that would represent better investments.

The five small segments within the three study corridors with potential to provide economic and transportation benefits to the region should be considered for further study.

TABLE 10.6

BENEFIT/COST RATIOS

User and Regional Economic Benefits/Cost ¹				User Benefits/Costs ^{1,2}	
	5% Discount Rate	10% Discount Rate	5% Discount Rate	10% Discount Rate	
Route	Optimistic	Realistic	Optimistic	Realistic	
A/Freeway	1.54	1.23	0.89	0.72	0.44
A/Modified	1.09	0.90	0.64	0.54	0.34
B	0.95	0.82	0.54	0.47	0.33
C	1.17	0.97	0.70	0.59	0.34

NOTE: Refer to Tables C.3 and C.4 in Appendix D for discounted benefit and cost data.

- 1 Costs include right-of-way and construction costs, and do not include maintenance and environmental mitigation costs.
- 2 User benefits include the travel time, operating costs and safety benefits for cars and trucks. Benefits are not identical to those in Chapters 6 and 7, where the value of some truck benefits were accounted for under "regional economic" benefits.

TABLE 1.1

PREVIOUS HIGHWAY STUDIES PERTINENT TO THIS FEASIBILITY STUDY

Date	Study Title	Findings or Recommendations
<u>Indianapolis to Evansville Corridor</u>		
November 1966	Preliminary Feasibility Report Proposed North-South Toll Road, Wilbur Smith and Associates and its associated route design report Preliminary Engineering Report Proposed North-South Toll Road, Brighton Engineering	Not feasible as a toll road
November 1980	Preliminary Feasibility Study Western Indiana Toll Road Ohio River Vicinity to Lafayette Vicinity Reid, Quebe, Allison, Wilcox and Associates, Inc. and Wilbur Smith and Associates	Not feasible as a toll road
May 1982	Preliminary Feasibility Report Indianapolis - Evansville Improved North-South Corridor, Indiana Department of Highways	Not recommended to pursue this corridor improvement at this time
1984 Update	Indianapolis - Evansville Improved North-South Corridor, Indiana Department of Highways	Cost update only, no recommendation
<u>Other Corridors in Southwest Indiana</u>		
November 1985	Feasibility Study SR 37 from I-64 to SR 60, Indiana Department of Highways	Route acceptable, but further study recommended
November 1986	Special Study US 231 from I-64 to Owensboro, Kentucky, Indiana Department of Highways	Cost study only, no recommendation

TABLE 12

Incl. 8

COST ESTIMATE SUMMARY

FREEWAY OPTIONS

ALTERNATE	COST
C	\$ 386,092,000
D	414,789,000

EXPRESSWAY OPTIONS

ALTERNATE	COST
C	\$ 401,517,000
D	498,778,000

 **BERNARDINI LOCHMULLER & ASSOC., INC.**

**SOUTHWEST INDIANA HIGHWAY CORRIDOR
SECTION I (BLOOMINGTON TO NEWBERRY)**

From: Draft EIS, Indianapolis to Evansville,
 Segment 1 - Bloomington to Newberry
 Feb. 1992

Incl. 9

Economic Impacts

The feasibility study (Donohue study) discussed in detail many economic advantages in building the Indianapolis to Evansville highway. The total economic benefits for business expansion, business attraction and tourism attraction totals \$733 million for the freeway facility and \$415 million for the at-grade or expressway facility. The employment benefits are projected at 1,617 new jobs for the freeway facility and 938 new jobs for the expressway facility. With interchanges or intersections at US 231, SR 45 and SR 37. Bloomfield, Bloomington, and Newberry will not be by passed and suffer economic losses.

A letter written by the State Geologist (Appendix B) discusses the limestone deposits in Monroe County and the effects of the Indianapolis to Evansville highway on such deposits. The State Geologist calculated that approximately 11 to 15 billion cubic feet of usable limestone remains in Monroe County for extraction by the industry. The letter states that Line C would cover approximately 41.7 to 31.6 million cubic feet, while Line D would cover 85.6 to 64.8 million cubic feet. According to the letter, at \$6.75 cubic foot of quarried stone the potential dollar losses would be \$313.5 million to \$413.8 million for Line C and \$642.9 million to \$849.4 million for Line D. Of the 11 to 15 billion cubic feet of usable limestone, Line C takes, at the most, 0.4% and Line D takes 0.8%. Both alternatives would cover less than 1% of the usable limestone deposits in Monroe County.

An accompanying letter in Appendix B shows figures for limestone production in the U.S. Indiana produces approximately 60% of the total limestone. In 1989 Indiana produced 198,531 short tons of limestone which amounted to 2.7 million cubic feet. Projected demand shows about a 16% increase over the next 10 years totaling about 230,300 short tons per year which is about 3.1 million cubic feet. At that rate of production, the 11 to 15 billion cubic feet of limestone deposits remaining in Monroe County would last from 3,512 to 4,789 years.

Bloomington has a successful central business district. Although the proposed highway will encourage growth to continue south of Bloomington, this district should be minimally affected. The students and faculty of Indiana University are two of the main reasons for the success of the central business district and the proposed highway will not change the location of the university or the housing associated with it.

CHAPTER 12 ENVIRONMENTAL ISSUES

Introduction

This chapter reviews some of the natural resource and cultural resource issues associated with potential highway construction and development in Southwest Indiana. These issues would require evaluation during the Route Location and Environmental Impact Statement (EIS) phase, if plans for highway construction proceed. A list of these issues and the state and federal laws regulating potential impacts to these resources is shown in Table 12.1.

Other impacts will need to be addressed in the EIS such as social, noise, air quality, etc., but these are not discussed in this chapter. Although all of these issues are important ones that must be addressed, the natural resource issues were judged to be the ones that would most significantly affect location decisions and project costs for this area of Indiana. Based on our experience on other environmentally sensitive projects, environmental mitigation costs for natural and cultural resources could be significant for this project. In addition, considerable input from environmental groups and concerned citizens has indicated that certain segments of each of these corridors could become highly controversial and possibly involve litigation.

In addition to this chapter, a more comprehensive discussion of specific environmental issues within each alternative is included in Appendix D under the title Sensitive Environmental Areas. A separate memo, Supplemental Natural Resource Memorandum, is on file with Indiana DOT which contains additional detailed natural resource information, including maps showing locations of sensitive features and agency comments. Figure 12.1 highlights particularly environmentally sensitive areas within each alternative. Figure 2.1 in Chapter 2 shows many of the features referred to in this section.

Information for this chapter was gathered from various state and federal agencies which reviewed the proposed highway plans and provided comments on maps and in written form. These are included in the aforementioned memo on file with Indiana DOT. In addition to these governmental agencies, various other environmental organizations and private citizens provided useful information in compiling this chapter and are also listed in this memo as important sources of public input and additional scientific knowledge on issues associated with highway planning in Southwest Indiana.

Because route location details were not developed in this study, rather broad corridors along Alternatives A, B and C were examined for potential environmental impacts (refer to Figures 4.2a, 4.2b and 4.2c in Chapter 4 for corridor locations). Therefore, the issues described here should be viewed as representational of issues that might result when more specific alignments are established in the route location phase.

Potential roadway construction impacts to the karst region include impacts to state and federally protected species, groundwater quality, unique geological features, and aesthetic impacts to the rustic character of the region. Specific impacts to the karst region are addressed in more detail in Appendix D to this report and in the separate technical memo.

Protected Species and Nature Preserves

The Indiana Division of Nature Preserves (DNP), Department of Natural Resources, maintains a computerized data base of locations of threatened and endangered plant and animal species and high quality occurrences of natural areas. The DNP also manages the State Nature Preserve System. The DNP reviewed each of the proposed highway corridors and indicated over thirty occurrences of listed species, nature preserves, and over 43 natural areas under study or nomination for protection located within 1-5 miles of the proposed highway corridors. State law protects nature preserves and endangered and threatened animal species. Federal law also protects listed plant and animal species; however, no federally listed plants occur along any of the proposed alignments.

The majority of protected species occurrences are located in wetland habitat along Alternatives A and B, and karst and forest habitats along Alternatives AB and C (Figure 12.1). Most of these occurrences are also located in areas previously undisturbed by development.

Summary

Specific areas of environmental sensitivity within each alternative are shown in Figure 12.1 and summarized in Table 12.2. These environmentally sensitive areas were highlighted due to the presence of more than one potential environmental impact. Specific impacts to these areas are discussed in the memo Sensitive Environmental Areas accompanying this report. This memo also discusses areas where the proposed highway design would avoid potential impacts.

Of all the proposed highway alternatives, the most environmentally sensitive areas occur on alignment through new location along Corridors AB and C (Figure 12.1). The combined presence of forest, unique geological features, and threatened and endangered species heighten the sensitivity of these areas to multiple impacts caused by highway construction and development.

Environmentally sensitive areas along Corridors A and B tend to occur as smaller, more widely scattered units due to the greater use of existing highway in the project concept. Most of the environmentally sensitive areas occur along urban bypasses on new terrain or at river crossings where bridge construction and highway improvements would require evaluation of wetland impacts.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N755

Indianapolis, Indiana 46204-2249

(317) 232-5533

FAX: (317) 232-0238

Incl. 11a

EVAN BAYH, Governor
FREDERICK C. P'POOL, Commissioner

Writer's Direct Line:
(317) 232-5650

June 21, 1993

Dear Concerned Citizen:

SUBJECT: Indiana's National Highway System (NHS) Proposal

Thank you for your interest in the NHS and the comments you made about INDOT's proposal for the system. We feel that those individuals who submitted comment sheets or sent letters about the NHS proposal need to know the type of comments received and their resolution. For these reasons we have prepared the following information.

A total of seventeen comment sheets were received plus four letters and one resolution. Thirteen of the comment sheets expressed opposition, in some form, to the Indianapolis to Evansville portion of the Indianapolis to Houston Congressional "High Priority" Corridor. Two of the letters were also opposed to inclusion of this route and one contained a comment also opposing the Hoosier Heartland Industrial Corridor, Indiana's other Congressional "High Priority" Corridor. There were two comment sheets and one letter expressing concern about the inclusion of SR 46 between Bloomington and Columbus. There was one comment sheet suggesting construction of a new Interstate highway between Indianapolis and South Bend and one comment sheet thanking INDOT for an informative meeting. The resolution supported the inclusion of US 24 from Illinois to Ohio. The remaining letter requested additional routes (SR 28 and SR 109) in Central Indiana be added to the NHS proposal.

Concerning the comments and letters opposed to the Indianapolis to Evansville portion of the Indianapolis to Houston Congressional "High Priority" Corridor, we note that this route was mandated by Congress in Section 1105 of the Intermodal Surface Transportation Efficiency Act (ISTEA) to be part of the NHS. The same is true for the Hoosier Heartland Industrial Corridor between Lafayette, Fort Wayne and Toledo. These corridors are among twenty-one specifically listed in the legislation. This is one reason the two Congressional "High Priority" Corridors were included on the map and route listing INDOT submitted to the Federal Highway Administration - Indiana Division on May 27, 1993. The other reason they were included is that INDOT supports construction of both routes. They link areas of major population, trade and service and manufacturing within Indiana and to major markets in surrounding states. Such highway linkages are important for commerce and Indiana's continued economic growth.

June 21, 1993
Page 2

Incl. 11b

Concerning of SR 46, we note that it is not our intention to "bulldoze and cover Brown County with concrete"; rather, by continuing to include SR 46 on the NHS proposal we submitted to FHWA, we are acknowledging that SR 46 serves two important centers of population, trade and service and manufacturing in south-central Indiana. The route also serves the major travel destinations of Brown County State Park and Monroe Reservoir. Thus, the inclusion of SR 46 is consistent with the purpose (objective) of the NHS as listed in Section 1006 of ISTEA:

Provide and interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations: meet national defense requirements; and serve interstate and interregional travel"

It should also be noted that NHS routes will not all be four-lanes; Indiana will have many miles of two-lane NHS routes. At the same time, NHS routes will be subject to high design standards set by FHWA. This means that INDOT will have to use these standards when we make improvements on an NHS route.

Concerning the proposal for a new Interstate highway between Indianapolis and South Bend, we note that the ISTEA legislation was developed for the post-Interstate construction era. It is unlikely an Interstate would be approved in a corridor where a high-quality road like US 31 already exists.

Concerning the inclusion of all of US 24 from Illinois to Ohio, we did not add this route to the NHS proposal we submitted to FHWA. That is because part of US 24 parallels SR 25 where that route is part of the Hoosier Heartland Industrial Corridor. It is unlikely that a parallel route so close would be approved by FHWA, especially since they expressed concern about US 41/SR 63 in Indiana and SR 1/394 in Illinois both being included on the NHS.

Concerning the request to add SR 28 from I-69 to I-65 and to include SR 109 from I-69 to I-70, we did not include these routes on the NHS proposal submitted to FHWA. This action was taken because the routes parallel other routes already included. In the case of SR 28, it parallels SR 26 and US 35, while SR 109 parallels SR 3. Also, the SR 26 and US 35 corridor serves three large population centers (Lafayette/West Lafayette, Kokomo and Marion), while SR 3 connects Muncie and New Castle to the NHS.

In addition to route specific comments, several people were concerned about a lack of notice for the public meetings; we are sorry that local media did not address them. Information was sent out in advance of the meetings and a half-hour media opportunity was provided prior to each meeting. In addition to the media contacts, INDOT sent letters of invitation to the following individuals or organizations: all county commissioners and county engineers or road supervisors, all mayors and town council presidents of communities of more than 5000 population, the Association of Indiana Counties, the Indiana Association of Cities and Towns, the Hoosier Environmental Council, the Indiana Farm Bureau, regional planning agencies, the Indiana Motor Truck Association, the Port Commission, the Department of Commerce, all railroads with Indiana offices, the Indiana Transportation Association, rural transit systems, intercity bus companies, and the Aviation Association of Indiana.

June 21, 1993
Page 3

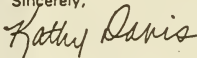
Incl. 11c

In addition to the individuals or groups previously mentioned, INDOT also sent letters of invitation to all members of the Legislature and to the Washington, D.C. and Indiana offices of the state's congressional delegation. We also sent letters to the metropolitan planning organizations (in urban areas over 50,000 population) inviting their further participation.

The NHS proposal that INDOT submitted to FHWA - Indiana Division will be forwarded to FHWA in Washington, D.C. The Secretary of Transportation for the U.S. Department of Transportation will submit a national NHS proposal to Congress by December 18, 1993. The final NHS will not be established until Congress acts by passing legislation designating the NHS. Such designation must occur by September 30, 1995.

Please feel free to contact INDOT should you have any questions about this letter or the NHS proposal.

Sincerely,



Katherine L. Davis
Deputy Commissioner
Intermodal Transportation and Planning

KLD/REW/rw
cc: file/162

Evansville Courier

Feb. 10, 1994

I-69 is decades away if Uncle Sam foots bill

By DOUG SWORD
Courier Washington bureau

WASHINGTON — The Evansville-to-Indianapolis highway could take a couple of generations to complete if state transportation officials are intent on paying for it mainly through annual federal grants.

Although the federal government points to the large pot of money it gives Indiana each year out of gas-tax receipts, state officials insist the highway will require special federal funding.

Because state and federal governments are in favor of the project, it may turn into a waiting game to see who commits the money first, say congressional aides.

While the federal budget pays for scores of specific roads each year, the typical amount is well under \$10 million, says Steve Fisher, legislative aide to Sen. Richard Lugar, R-Ind. Even favored projects rarely get more than \$20 million a year, he said.

"You can draw your own conclusions" about how long it would take to collect \$784 million in federal money for the highway, Fisher said.

But the Indiana Department of Transportation is counting on far more than \$10 million or \$20 million a year.

The state is asking that the federal government supply \$627 million over 12 years for the highway's construction, according to documents included in a state proposal recently submitted to Congress. Federal money would start slowly, jump to \$37 million in 1998 and reach \$126 million in the final year, 2005, according to the plan.

The state isn't planning to use its annual gas-tax allocation. That money is needed to maintain existing roads, says Dennis Faulkenberg, chief financial officer for Indiana's Transportation Department.

"The highway from Evansville to Indianapolis requires special funding," he said. "We haven't actually seen anything that says they're not going to give it to us."

But the U.S. Department of Transportation says it needs to cut back on such special funding, known in government jargon as "demonstration projects."



Courier graphic by MARK COOMER

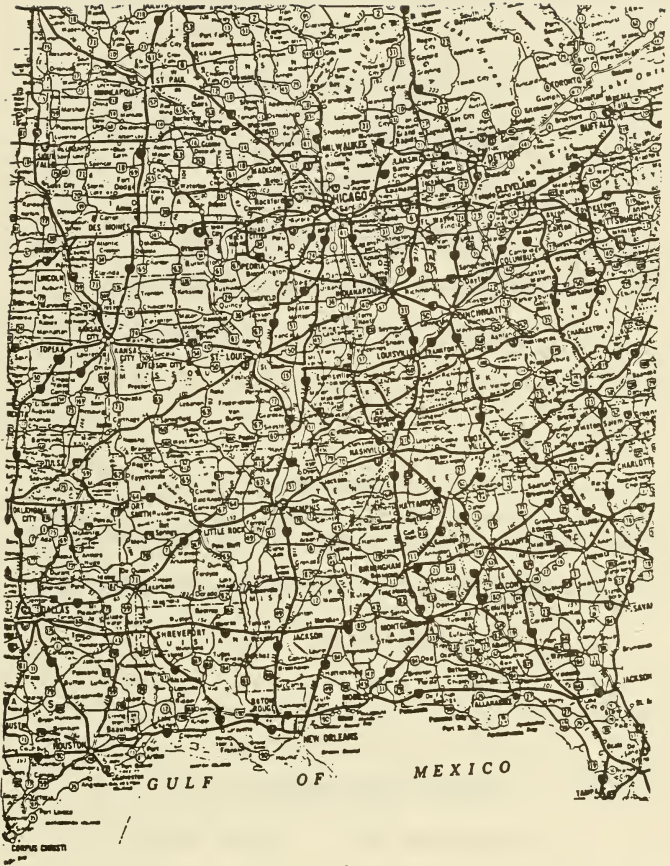
Because the Indiana highway is proposed to be part of the National Highway System, it's probably safe from losing money that's been approved but not yet spent. That's a danger facing many other demonstration projects, said Rodney Slater, administrator for the Federal Highway Administration.

But supporters of the highway need to look at the annual allocation to Indiana for future funding, Slater suggested.

Members of Indiana's congressional delegation, however, see the situation differently. They submitted a bid in January for an additional \$53.6 million.

"I think there's going to be a strong effort on the side of the delegation to keep the flow of demonstration money coming . . . but beyond that, Indiana DOT is going to have to, at some point, make some commitments of its federal highway allocation," Fisher said.

The situation is that the "state doesn't want to put its money on the table till the federal money's on the table," says Paul Weber, legislative aide to Rep. Frank McCloskey, D-Ind.



TESTIMONY

BY

MR. HUGO UNRUH

STATE ROAD 7 ASSOCIATION

AND

HONORABLE KEN FOSTER

PALM BEACH COUNTY COMMISSIONER

SAFETY ON SEVEN COMMITTEE

BEFORE

THE UNITED STATES HOUSE OF REPRESENTATIVES
SUBCOMMITTEE ON SURFACE TRANSPORTATION

MARCH 10, 1994

REQUESTING FUNDING FOR
US HIGHWAY 441 / STATE ROAD 7
PALM BEACH COUNTY, FLORIDA

MR. CHAIRMAN AND MEMBERS, I FIRST WISH TO THANK CONGRESSMAN ALCEE HASTINGS FOR HIS COMMITMENT AND DEDICATION TO THIS MUCH NEEDED PROJECT. I WOULD ALSO LIKE TO THANK THE OTHER SEVEN MEMBERS OF THE SOUTH FLORIDA CONGRESSIONAL DELEGATION WHO HAVE RECOGNIZED THE IMPORTANCE OF STATE ROAD 7 / US 441 AS A SOUTH FLORIDA HURRICANE / NATIONAL DISASTER EVACUATION ROUTE AND SUPPORTED THE EARMARKING OF FUNDS TO WIDEN THIS ROUTE IN THE IMPENDING LEGISLATION.

WE ARE HERE TODAY TO ASK FOR THE HELP OF THIS SUBCOMMITTEE AND THE UNITED STATES CONGRESS. WE ARE COMING TO YOU LAST, HAVING ALREADY SECURED THE COMMITMENT OF LOCAL, REGIONAL AND STATE GOVERNMENTAL ENTITIES. AND WE ARE HERE WITH THE SUPPORT OF CITIZENS WHO DAILY MUST USE THIS DANGEROUS AND DEADLY SUBSTANDARD STATE AND FEDERAL HIGHWAY.

FOR YEARS, THE NEED TO IMPROVE STATE ROAD 7 / US 441 HAS BEEN KNOWN TO THE GOVERNMENT AS WELL AS THE RESIDENTS OF AND VISITORS TO SOUTH FLORIDA. BARELY TWO YEARS AGO, THE EFFORT BECAME ORGANIZED AND SUPPORT FOR THE IMPROVEMENT OF THIS 23 MILE SECTION OF ROADWAY BECAME INCREASINGLY VOCAL.

YOU HAVE BEEN GIVEN THE ANSWERS TO THE 18 QUESTIONS FOR WHICH NEW PROJECT-SPECIFIC AUTHORIZATION IS SOUGHT. IN ADDITION, INDEPENDENT RESEARCH, DATA COLLECTION, PRIVATE AND PUBLIC SECTOR REPORTS, STATISTICS AND STUDIES ON STATE ROAD 7 / US 441 WERE PROVIDED TO REVALIDATE THE NEED FOR THIS PROJECT.

WE NEED IMMEDIATE ACTION. WE NEED FEDERAL SUPPORT.

A FEW FACTS:

- * OUR SAFETY ANALYSIS SHOWS THAT FROM 1988 TO 1991, 846 TOTAL ACCIDENTS OCCURRED ON THIS HIGHWAY, 24% OF THEM INVOLVING FATALITIES OR RESULTING IN SERIOUS, DEBILITATING INJURIES.
- * HURRICANE ANDREW PROVED THAT THIS SUBSTANDARD ROADWAY IS ALSO SUBSTANDARD AS AN EVACUATION ROUTE; IN WHICH CAPACITY SERVES THE SAME IMPORTANCE AS A FREEWAY WITH ONLY TWO LANES.
- * OUR CURRENT FIVE YEAR ROAD PROGRAM SHOWS THAT IT WILL TAKE ANOTHER 8 TO 10 YEARS TO COMPLETE THIS PROJECT WITHOUT ACCELERATED FUNDS.

BEFORE I GO ANY FURTHER, I WOULD LIKE TO TURN THE MICROPHONE OVER TO THE HONORABLE KEN FOSTER, COMMISSIONER OF PALM BEACH COUNTY DISTRICT 6, AND CHAIRMAN OF THE SAFETY ON SEVEN COMMITTEE.

(REMARKS FROM COUNTY COMMISSIONER KEN FOSTER, DISTRICT 6, PALM BEACH COUNTY.)

MR. CHAIRMAN AND MEMBERS OF THIS COMMITTEE, I AM HERE AS A FOUNDER OF THE SAFETY ON SEVEN COMMITTEE WHICH WAS THE INITIAL UNITED VOICE OF PEOPLE CONCERNED ABOUT SAFETY ON THIS DEADLY HIGHWAY. I AM HERE

TO SEEK YOUR FEDERAL SUPPORT FOR A PROJECT WHICH HAS THE POTENTIAL FOR DISASTER EVERY DAY.

THE STATE ROAD 7 / US 441 PROJECT IS A TWO LANE ROAD. IT RUNS 23 MILES NORTH/SOUTH THROUGH PALM BEACH COUNTY. ON THE EASTERN SIDE, IT IS BORDERED BY A CANAL. THIS FEDERAL HIGHWAY IS A DOMINANT CORRIDOR IN THIS AREA; IT SHUTTLES COMMUTER TRAFFIC, SLOW-MOVING FARM VEHICLES, TRACTORS, TRUCKS, BICYCLES, SCHOOL BUSES... CONSTANTLY, AND ALL ON TWO LANES.

THE METROPOLITAN PLANNING ORGANIZATION, OF WHICH I AM A MEMBER, RANKED THIS SUBSTANDARD HIGHWAY AS ITS #1 PRIORITY BEGINNING TWO YEARS AGO. REVISIONS TO ISTEA LEGISLATION ALLOWED MPO'S TO TAKE SAFETY FACTORS INTO ACCOUNT, AND OUR LOCAL MPO REACTED QUICKLY. BASED ON THE NUMBER AND SEVERITY OF ACCIDENTS, STATE ROAD 7 /US 441 TOOK FIRST PLACE.

FLORIDA'S DOT HAS COOPERATED ALONG WITH US AND MOVED TO ALLOCATE RIGHT-OF-WAY AND CONSTRUCTION MONIES IN ITS FIVE-YEAR WORK PROGRAM. THE FLORIDA LEGISLATURE AMENDED THEIR RIGHT-OF-WAY BOND CAP TO MAKE OTHER MONIES AVAILABLE.

AND THEN, OVERNIGHT, THIS CORRIDOR BECAME AN EVACUATION ROUTE.

THE MEMORY OF HURRICANE ANDREW LINGERS. YOU CAN HAVE A MEMORY OF ANDREW'S DEATH AND DESTRUCTION EVEN WHEN YOU ARE NOT FROM SOUTH

FLORIDA. OUR DAILY REALITY IS THAT ANOTHER ANDREW WILL UNDOUBTEDLY STRIKE AGAIN AND OUR DISASTER PLANNING NEEDS TO ADDRESS THIS REALITY.

OUR GOVERNOR'S TASK FORCE IDENTIFIED THE BOTTLENECK IN PALM BEACH COUNTY. STATE ROAD 7 / US 441 IS ONE OF ONLY EIGHT LANES TO SHUTTLE PEOPLE TO SAFETY THROUGH OUR COUNTY. BELOW US LIVE SEVERAL MILLION; MANY WILL GO NORTH.

WE COULD NEVER HAVE IMAGINED THIS TWO LANE ROAD WOULD ALSO SERVE AS AN EMERGENCY ROUTE.

OUR EMERGENCY TODAY IS TO HAVE YOU REALIZE JUST HOW CRITICAL OUR NEED IS. WE DON'T KNOW WHEN OUR CRITICAL SAFETY ISSUE WILL BE THE NEXT NATIONAL NEWS HEADLINE.

THANK YOU.

I WOULD LIKE TO TURN YOUR ATTENTION TO THE FACTS OF DISASTER EVACUATION. THE MAP I HAVE HANDED YOU GRAPHICALLY DEPICTS OUR DILEMMA IN SOUTH FLORIDA.

WHEN HURRICANE ANDREW CAME ASHORE, IT LEFT A PATH OF DESTRUCTION AND LOSS OF LIFE THAT RESIDENTS OF SOUTH FLORIDA AND PEOPLE THROUGHOUT THE WORLD WILL NEVER FORGET.

THERE IS OVERWHELMING AGREEMENT THAT SOUTH FLORIDA IS NOT PREPARED FOR ANOTHER SUCH DISASTER. FOR THREE MONTHS AFTER ANDREW, A TASK FORCE CREATED BY GOVERNOR CHILES STUDIED MAJOR EVACUATION PLANNING ISSUES. ONE OF THEIR SPECIFIC RECOMMENDATIONS WAS TO IMPROVE THE BOTTLENECK IN PALM BEACH COUNTY. MR. CHAIRMAN, THIS MAP CLEARLY PORTRAYS THE PROBLEM WE FACE.

BELOW THE WHITE LINE LIVE 3,600,000 PEOPLE. THIS IS NOT A STAGNANT NUMBER. AT THIS POINT WE HAVE NINETEEN LANES OF NORTHBOUND TRAFFIC WHICH COLLAPSE INTO ONLY EIGHT LANES OF NORTHBOUND TRAFFIC. UNDER NORMAL OPERATING CONDITIONS, THESE NINETEEN LANES WILL CARRY AN AVERAGE OF 410,400 VEHICLES PER DAY. AND THESE EIGHT NORTHBOUND LANES IN PALM BEACH COUNTY WILL CARRY AN AVERAGE OF 172,800 VEHICLES PER DAY.

ACCORDING TO A STUDY CONDUCTED ON CAPACITY AND CONSTRAINTS, THE BOTTLENECK IN PALM BEACH COUNTY REDUCES EVACUATION CAPACITY BY 60%. WITH THESE AND OTHER CAPACITY CONSTRAINTS, IT WOULD TAKE MORE THAN THREE DAYS TO SAFELY EVACUATE THOSE THAT ANTICIPATE LEAVING SOUTH FLORIDA IN THE WAKE OF ANOTHER THREAT OF A HURRICANE. THE HURRICANE CENTER, AS YOU MAY KNOW, CAN ONLY GIVE A 24 HOUR NOTICE WITH ANY REAL DEGREE OF ACCURACY. OUR WARNING TIME IS THUS EXTREMELY LIMITED AND OUR TRANSPORTATION SYSTEM MUST MEET HIGHER CAPACITY LEVELS.

THROUGH FUNDING OF STATE ROAD 7 / US 441 WE CAN GO A LONG WAY TOWARD INCREASING THE VEHICULAR / HUMAN CAPACITY OF THIS BOTTLENECK AND ASSURE THAT 3.6 MILLION PEOPLE ARE GIVEN SUFFICIENT NOTICE OF IMPENDING HURRICANES TO HELP ASSURE THEIR SAFE EVACUATION.

WE FIRMLY BELIEVE THAT THE PALM BEACH COUNTY MPO AND THE STATE OF FLORIDA HAVE BEEN VERY RESPONSIVE IN RECOGNIZING THE NEED TO IMPROVE STATE ROAD 7.

OUR METROPOLITAN PLANNING ORGANIZATION (MPO) HAS RANKED STATE ROAD 7 / US 441 AS THEIR #1 PRIORITY FOR TWO YEARS IN A ROW. IN TURN, THE FLORIDA DEPARTMENT OF TRANSPORTATION MOVED TO ALLOCATE ADDITIONAL CONSTRUCTION DOLLARS AND MONIES FOR RIGHT-OF-WAY. THUS FAR, \$67.1 MILLION HAS BEEN PROGRAMMED FOR THIS PROJECT.

INCLUDED IN OUR REPORT TO YOU IS A LETTER FROM THE MPO CHAIRMAN BESTOWING THIS CORRIDOR WITH ITS #1 PRIORITY RANKING IN ACCORDANCE WITH THE GUIDELINES OF THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA). CHAIRMAN KOONS ENDORSES ACCELERATION OF THIS PROJECT.

FLORIDA'S SECRETARY OF TRANSPORTATION HAS ALSO WRITTEN TO CHAIRMAN RAHALL CALLING THIS PROJECT A "REGIONALLY SIGNIFICANT HIGHWAY" AND STATING THAT "GIVEN THE CHARACTERISTICS OF THIS ROAD AND THE CIRCUMSTANCES SURROUNDING ITS CURRENT UTILIZATION, ACCELERATION OF

FLORIDA DOT TRANSPORTATION IMPROVEMENTS TO STATE ROAD 7 / US 441 IN PALM BEACH COUNTY WOULD BE A POSITIVE DEVELOPMENT. CONSEQUENTLY, YOUR SUBCOMMITTEE MAY WISH TO GIVE THIS PROJECT SERIOUS CONSIDERATION DURING DELIBERATIONS ON THE NHS BILL LATER THIS YEAR."

WE URGE, AS SECRETARY WATTS STATED, YOUR SERIOUS CONSIDERATION OF A PROJECT WHICH HAS A CRITICAL NEED. THE REGIONAL AND STATE GOVERNMENT HAVE BEEN RESPONSIVE; BUT THEIR DOLLARS ARE NOT ENOUGH. WE REQUEST \$40 MILLION TO EXPEDITE COMPLETION OF THIS PRINCIPAL ARTERIAL ROUTE / EMERGENCY EVACUATION CORRIDOR.

THERE CAN BE LITTLE QUESTION, AS SUPPORTABLE BY ALL AVAILABLE DATA, THAT THIS PROJECT IS IN IMMEDIATE NEED OF YOUR FINANCIAL COMMITMENT.

THANK YOU.

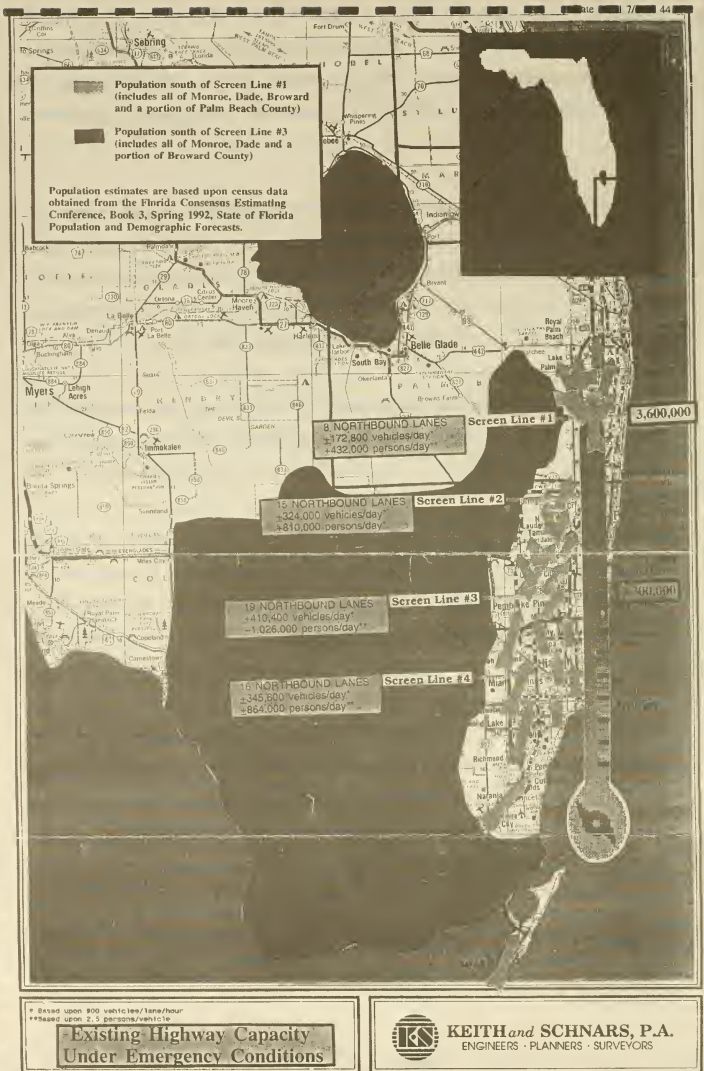


Figure A

STATEMENT BEFORE THE
SUBCOMMITTEE ON SURFACE TRANSPORTATION
of the
HOUSE COMMITTEE ON PUBLIC WORKS AND
TRANSPORTATION

By
LOUIS S. VIVERITO
CHAIRMAN,
CENTRAL AVENUE BYPASS TASK FORCE

March 10, 1994

Mr. Chairman and members of the Subcommittee, thank you for the opportunity to appear here this afternoon. My name is Louis Viverito, and I am here today in my capacity as chairman of the Central Avenue Bypass Task Force. I am joined today by Mayor Harry Klein of Burbank, Illinois.

The Central Avenue Bypass is an essential project for the residents and businesses of Cook County's southwest side. Currently, there is no north-south roadway in the three mile width of the Belt Railway Company (BRC) of Chicago's yard. The two north-south streets bordering the yard, Cicero Avenue (Illinois Route 50) and Harlem Avenue (Illinois Route 43), are severely overcrowded. As my testimony today will demonstrate, the Central Avenue bypass is the solution for dealing with this growing problem.

In 1979, a steering committee chaired by the Chicago Area Transportation Study (CATS), Chicago's Metropolitan Planning Organization, prepared a Feasibility Study for the corridor between Harlem and Cicero Avenues and 95th Street and the Eisenhower Expressway (Interstate 290). The study addressed the need for the improvement of the north-south traffic flow in the corridor area, and included the possibility of locations for a separation of the BRC freight classification yard.

The BRC classification yard is a major barrier to north-south traffic flow in southwest Cook County. The yard lies between 67th Street and 70th place and is bridged only at Cicero and Harlem Avenues, which are three miles apart. Currently, those traveling southbound on any road between Cicero and Harlem Avenues must turn at 65th Street to either Harlem Avenue or Cicero Avenue. The lack of well-spaced north-south routes for

motorists results in heavy traffic on both roads. Although both these routes have been significantly upgraded and are major arterials -- Cicero Avenue has three lanes in each direction with appropriate turning lanes, and Harlem Avenue has two lanes in each direction with appropriate turning lanes -- an additional intermediate link is necessary so that car and truck traffic can be further spread out in this nine-square-mile area. The objective of this project is to create a new north-south facility that will attract 28,000 to 36,000 vehicles daily and aid in reducing congestion on Cicero and Harlem Avenues. Creation of this additional link will achieve greater system-wide efficiency as well.

In contrast to these north-south arterials, the numerous east-west arterials are spaced at one-mile intervals. A north-south roadway connection over the BRC yard would provide, for both residents and commercial enterprises, a much-needed route at a logical interval in the street system.

On either side of the BRC is the Bedford Park Industrial Area, which extends, between Harlem Avenue and Cicero Avenue, as far north as 65th Street and as far south as 75th Street. This industrial area generates heavy volumes of automobile and truck traffic which cause delay, congestion and increased travel time for the non-industrial traffic on both Harlem and Cicero Avenues.

Central Avenue, north of 63rd Street, is adjacent to a commercial area which also generates traffic. Residential streets in Chicago north of 65th Street also feed to Central Avenue. A new roadway would allow Central Avenue to more effectively function as an arterial. Vehicles presently using

side streets to reach Harlem Avenue or Cicero Avenue would have another major travel route south and north of the BRC. This would relieve Cicero and Harlem Avenues of some of the current high volumes of traffic. Such a route would also connect Interstate 55 (Stevenson Expressway) to the north via Central Avenue.

Traffic delays due to congestion in this area are a major cause of concern for ambulance service and fire and police departments. Bedford Park has a fire station located on Central Avenue just south of 65th Street. Fire engines from this station travel with great difficulty to the industries south of the BRC tracks on an unimproved Central Avenue or by using Central Avenue or Harlem Avenue. A new roadway through the BRC would provide fire, police, and ambulance services a direct, improved, all-weather route vastly more efficient in emergency and life-threatening situations. This would reduce response time for fire trucks and other emergency vehicles and could greatly improve the success rate in dealing with emergencies.

Transportation demands in this area are both local and regional in nature. Local transportation demand for travel through the BRC classification yard is generated mainly by the need of area businesses and residential communities for an improvement in north-south traffic flow. On a regional level, however, is the demand for smooth and efficient travel connecting the Stevenson Expressway (Interstate 55) to suburbs including Oak Lawn, Burbank, and Bedford Park.

Mr. Chairman, this connection is essential to the improvement of traffic flow from Cook County's southwest suburbs to downtown Chicago. In addition, this route will provide improved access to Chicago's Midway Airport, located between Cicero and Central Avenues and 55th and 63rd Streets. The resurgence of this facility will continue to increase traffic flow in this area.

In addition, the Chicago Transit Authority's (CTA) Southwest Rapid Transit Line (Orange Line) opened last year. With its termination at Midway Airport and stations throughout Chicago's southwest side, the Orange line continues to show increases in ridership on a daily basis. Without the Central Avenue Bypass, increases in CTA and Pace Commuter bus routes feeding to the Midway Airport station will cause additional congestion on Harlem and Cicero Avenues. Completion of this project will make it easier for suburban residents to take advantage of public transit services and reduce traffic at points throughout the area.

Planning for this project has taken place for fifteen years. In 1981, a feasibility study was completed identifying four alternate routes. The first two public meetings were held in 1982 and 1984, and the formal Public Hearing was held in 1986. Design approval from the Springfield office of the Illinois Department of Transportation and the Federal Highway Administration was received on July 1, 1988.

The originally proposed routes were slated to go either south along Central Avenue, or down Central Avenue and then Narragansett Avenue. The Central Avenue alignment was abandoned in part because of the proximity to

three schools just north of 79th Street. Although the planners had always preferred an overpass alternate, the expansion of the CSX Transportation, Inc. intermodal facility resulted in the use of construction cranes as high as 45 feet. With this increase in height and concern for safety, it was determined that an overpass was not a cost-effective alternative. Instead, today's preferred alternative consists of a depressed roadway with a series of railroad bridges.

This alternative would consist of the reconstructing of Narragansett Avenue, with construction where no roadway currently exists from 87th Street to 73rd Street. North of 73rd Street, the preferred alignment would become a depressed section passing the CSX facility and the BRC classification yard. A reverse curve would proceed to a tee intersection at 68th Street and Narragansett. At 68th Street, an access road would proceed west (meeting the existing 68th Street near Oak Park Avenue) and the main alignment to the east. The main alignment would become a depressed section west of Central Avenue and curve to meet existing Central Avenue at 64th Place. Central Avenue would be widened and resurfaced to the north terminus at 63rd Street.

Mr. Chairman, this is a large project which has overwhelming community support. As I indicated at the beginning of this statement, I serve as Chairman of the Central Avenue Bypass Task Force. This task force consists of community leaders and elected officials at local, regional and state levels. (A complete list of task force members is included in this testimony.) At a public meeting of the task force in January 1994, the task force stood united in favor of the Illinois Department of Transportation

proposal described in this testimony. With your assistance, we are prepared to move forward as soon as possible.

The overall cost for this project is \$125 million. Of the 80 percent federal share (\$100 million), \$35 million is currently available to the Illinois Department of Transportation from the Interstate Transfer Fund from when the Crosstown Expressway plan was scrapped in 1979.

Mr. Chairman, the Central Avenue Bypass has been included on the National Highway System map submitted to Congress by the United States Department of Transportation. This is a project that belongs in this National Highway System legislation. It will provide easier and smoother travel to the Interstates, to Midway Airport, and to downtown Chicago. It will alleviate congestion on the major arterials currently serving Cook County's southwest side. Above all, the Central Avenue bypass will improve our overall transportation system. I look forward to working with you to make it a reality.

CENTRAL AVENUE BYPASS TASK FORCE

Chairman:

Louis Viverito
Stickney Township Supervisor

Vice-Chairmen:

Michael Madigan
Illinois House Speaker

William O. Lipinski
Congressman, 3rd district

Members:

David McAfee
State Representative

Anthony Vacco
Mayor, Evergreen Park

L. Dean Gifford
Mayor, Bedford Park

Gene Siegel
Mayor, Chicago Ridge

Emil Sergio
Mayor, McCook

Ronald Kluszewski
Mayor, Summit

Ernest Kolb
Mayor, Oak Lawn

John Oremus
Mayor, Bridgeview

Harry Klein
Mayor, Burbank

James Laski
Alderman

Tom Murphy
Alderman

Jack Weglarz
Suburban Business Leaders Association

Jim Capraro
Southwest Development Corporation

John Waner
Waner Properties

Patricia Faley
West Lawn Chamber of Commerce

John Sendra
Bedford Park/Clearing Industrial Association

Marge Davis
Garfield Ridge Chamber of Commerce

Lee Smithey
Superintendent, School District 111

Dr. Michael Morrissey
Superintendent, School District 220

Mike Decklemen
Scottsdale Home Owners Association

Thomas Baliga
Archer Heights Civic League

Dave Sherman
Vittum Park Civic League

Richard Zilka
Clearing Civic League

Don Contant
Garfield Ridge Civic Association

Anthony Dinolfo
United Business Association of Midway

Don Feeley
United Business Association of Midway

TESTIMONY OF
CONGRESSMAN HAROLD L. VOLKMER
SURFACE TRANSPORTATION SUBCOMMITTEE
THURSDAY, MARCH 10, 1994

CHAIRMAN RAHALL AND MEMBERS OF THE SUBCOMMITTEE, I APPRECIATE YOUR COURTESY IN ALLOWING ME TO TESTIFY BEFORE YOU AS YOU CONSIDER PROJECTS FOR INCLUSION IN THE NATIONAL HIGHWAY SYSTEM.

THE PROJECT WHICH I BRING TO YOUR ATTENTION TODAY IS THE CONSTRUCTION OF A NEW U.S. HIGHWAY 36 BRIDGE SPANNING THE MISSISSIPPI RIVER FROM HANNIBAL, MISSOURI TO PIKE COUNTY, ILLINOIS TO REPLACE THE CURRENT BRIDGE (MARK TWAIN MEMORIAL BRIDGE) WHICH WAS CONSTRUCTED IN THE 1930'S AND DEDICATED BY PRESIDENT FRANKLIN ROOSEVELT.

I WANT TO CONGRATULATE THE PUBLIC WORKS COMMITTEE FOR PASSAGE OF THE LANDMARK ISTEА LEGISLATION. BECAUSE OF THIS LEGISLATION THE UNITED STATES IS IMPROVING ITS COMPETITIVENESS AND ABILITY TO COMPETE ABROAD BY MAKING IT EASIER AND MORE COST-EFFICIENT FOR PRODUCERS, MANUFACTURERS, AND INDUSTRIALISTS TO MOVE THEIR PRODUCTS TO MARKET ALONG A COORDINATED, MODERN AND EFFICIENT TRANSPORTATION INFRASTRUCTURE. MUCH WORK AND EXAMINATION REMAINS TO COMPLETE THIS SYSTEM, AS MANY PROJECTS ESSENTIAL TO ENSURING AN EFFICIENT SYSTEM WERE NOT AUTHORIZED IN ISTEА, AND I APPLAUD YOUR DECISION TO USE THE NHS AUTHORIZATION LEGISLATION AS AN OPPORTUNITY TO EXAMINE WHERE WE HAVE COME OVER THE FIRST TWO YEARS OF ISTEА, AND WHAT CHANGES WE CAN MAKE TO FULFILL THE INTENT OF THE LEGISLATION, AND FINALLY GIVE THESE CHANGES AUTHORIZATION FOR FUNDING.

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THE PROJECT WHICH I AM BRINGING TO YOUR ATTENTION IS ONE OF REGIONAL IMPORTANCE NOT ONLY TO THE ECONOMY AND COMMERCE OF NORTHEAST MISSOURI AND WEST-CENTRAL ILLINOIS, BUT ALSO TO THE GREATER MIDWEST AS WELL. AMONG THE PROPOSED ROUTES FOR THE NATIONAL HIGHWAY SYSTEM AS PRESENTED BY RODNEY SLATER, FEDERAL HIGHWAY ADMINISTRATOR, ARE FOUR SIGNIFICANTLY TRAVELED HIGHWAYS IN NORTHEAST MISSOURI WHICH EITHER FEED INTO THE MARK TWAIN MEMORIAL BRIDGE OR ARE COLLECTOR ROUTES THAT TRAVEL THROUGH HANNIBAL, MISSOURI AND CONSEQUENTLY ARE USED AS A MEANS OF ACCESSING THIS DIRECT ROUTE ACROSS THE MISSISSIPPI RIVER. BECAUSE OF ISTEA, THESE ROUTES WILL BE UPGRADED TO HANDLE THEIR ALREADY INCREASED TRAFFIC FLOWS. U.S. HIGHWAY 61 HAS BEEN DESIGNATED AS PART OF THE "AVENUE OF THE SAINTS" WITH WORK UNDERWAY TO COMPLETE ITS UPGRADE TO A FOUR LANE INTERSTATE. AS WELL, U.S. HIGHWAY 36, WHICH BISECTS THE ENTIRE STATE OF MISSOURI, WILL ALSO BE UPGRADED TO A FOUR-LANE INTERSTATE, AS IS U.S. HIGHWAY 54. THESE UPGRADES AND MODERNIZATION WILL MEET THE GOALS WHICH ADMINISTRATOR SLATER ENVISIONS FOR THE NHS ONLY IF TRAFFIC IS ABLE TO CROSS THE MISSISSIPPI RIVER AT HANNIBAL, MISSOURI FROM EITHER SIDE OF THE RIVER WITHOUT DELAYS AS THE CURRENT BRIDGE IS A VERY NARROW TWO-LANE BRIDGE WHICH WAS CONSTRUCTED IN THE 1930'S AND CAN NO LONGER SAFELY NOR EFFICIENTLY HANDLE THE INCREASED TRAFFIC FLOW.

IN ADDITION TO MEETING THE GOALS OF INCREASED MOBILITY, A NEW FOUR-LANE BRIDGE WILL BENEFIT THE COMMERCE OF THE ENTIRE REGION, AS WELL AS THE IMMEDIATE AREA. AT PRESENT, THE ACCESS POINT ACROSS THE MISSISSIPPI RIVER AT HANNIBAL, MISSOURI IS A MAIN CORRIDOR FOR SHIPPING BETWEEN CHICAGO AND KANSAS CITY AND POINTS WESTWARD. THE

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CURRENT BRIDGE SITUATION IS HAMPERING THE FLOW OF GOODS AND INCREASING COSTS FOR THE PRODUCER AND CONSUMER. THE CONSTRUCTION OF A NEW FOUR-LANE BRIDGE AT HANNIBAL IS STRONGLY SUPPORTED BY AREA RESIDENTS, BUSINESSES, AND COMMUNITY LEADERS ON BOTH SIDES OF THE RIVER, AS WELL AS THE LOCAL MEDIA. I HAVE INCLUDED A PACKET OF INFORMATION SUPPLIED BY THE MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT, AS WELL AS OTHER SUPPORTING MATERIAL SHOWING THE GREAT SUPPORT FOR CONSTRUCTION OF THIS BRIDGE.

AS YOUR SUBCOMMITTEE BEGINS ITS CONSIDERATION OF THE MANY PROJECTS WHICH IT WILL RECEIVE REQUESTING AUTHORIZATION, I WOULD CERTAINLY APPRECIATE YOUR FAVORABLE CONSIDERATION FOR A PROJECT AUTHORIZING FUNDING FOR A NEW FOUR-LANE U.S. HIGHWAY 36 BRIDGE SPANNING THE MISSISSIPPI RIVER FROM HANNIBAL, MISSOURI TO PIKE COUNTY, ILLINOIS. I HAVE WORKED FOR MANY YEARS WITH LOCAL RESIDENTS AND COMMUNITY LEADERS, AS WELL AS OFFICIALS FROM THE MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION TO MAKE THE CONSTRUCTION OF A NEW FOUR-LANE U.S. HIGHWAY 36 BRIDGE A PRIORITY FOR PLANNING AND FUNDING. PRELIMINARY STUDIES AND ENGINEERING DESIGNS ARE SCHEDULED FOR COMPLETION THIS YEAR. THE PROCESSING OF THE REQUIRED ENVIRONMENTAL CONCERNS IS ALSO CURRENTLY UNDERWAY. THIS PROJECT IS TRULY A PRIORITY FOR STATE AND LOCAL OFFICIALS AND HAS BEEN INCLUDED IN THE STATE'S TRANSPORTATION IMPROVEMENT PLANS. THE COST ESTIMATE PROVIDED TO ME BY THE MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT OUTLINES A REQUEST OF \$44,960,000 IN FEDERAL DEMONSTRATION PROJECT FUNDS WHICH COVERS THE 80% FEDERAL COST-SHARE OF THE PROJECT. WHILE I AM VERY

- 4 -

AWARE OF THE COMMITTEE'S BUDGETARY CONSTRAINTS AND THE RESULTANT LIMITED AMOUNT OF CONTRACT AUTHORITY FOR PROJECTS, I WOULD LIKE TO REQUEST THAT SOME CONTRACT AUTHORITY BE MADE AVAILABLE FOR THIS PROJECT. THE IMPORTANCE OF THIS PROJECT TO THE REGION NECESSITATES THAT ALL FUNDING AVENUES BE EXPLORED, THEREFORE, I WANT TO RESPECTFULLY REQUEST THAT FULL FUNDING FOR THIS PROJECT BE AUTHORIZED.

AGAIN, I THANK YOU CHAIRMAN RAHALL, AND MEMBERS OF THE SUBCOMMITTEE, FOR YOUR COURTESY IN ALLOWING ME TO BRING THIS PROJECT TO YOUR ATTENTION. THE MATERIALS I AM INCLUDING WITH MY STATEMENT RESPOND TO THE COMMITTEE'S REQUIREMENTS TO QUALIFY FOR CONSIDERATION, HOWEVER IF AN ADDITIONAL INFORMATION IS REQUIRED, I STAND READY TO SUPPLY IT TO THE COMMITTEE.

FDL Foods, Inc.
701 East 16th Street, P.O. Box 898
Dubuque, IA 52004 0898
319 588 5400



Foods, Inc.

March 10, 1994

To: Subcommittee on Surface Transportation

Re: Proposed National Highway System

My name is Bob Wahlert. I am President and Chief Executive Officer of FDL Foods with our plant located in Dubuque, Iowa. My family has a 63 year history of meatpacking in the Dubuqueland area. FDL Foods was begun in 1982 with approximately 850 employees; today there are approximately 1,850 employees. We process up to 11,000 hogs per day, producing fresh pork, sausage, bacon, ham and other pork products. We ship this product throughout the United States and into some foreign countries. All of the product moves by truck with the exception of our fats and oils. Our outbound shipments range from 300-450 loads per week, with approximately two-thirds shipping across Highway 20. In addition, we use Highway 20 to bring in 20-45 loads of product per week from an affiliated plant in Rochelle, Illinois for further processing and reshipping. We also purchase livestock in northeastern Iowa, northwestern Illinois and southwestern Wisconsin with a high percentage moving on Highway 20. Supply freight of boxes, film, cans, spices and paper products average about 15 loads per week on Highway 20.

As I understand, Dubuque is the largest city in the United States without a direct access to the interstate system. Our economic growth is dependent upon good ground transportation. Highway 20 between Dubuque and Freeport, IL (approximately 50 miles) is an obsolete, dangerously narrow and curvy highway that dates from the 1920's. Safety alone mandates that a modern four-lane access to the interstate system should be built. In addition, unmeasured economies for reduced wear and tear on braking equipment and tires, load shifting, higher fuel costs, additional driver fatigue and general customer satisfaction are reasons for requesting a four-lane highway to the east. We have a great deal of difficulty servicing our customers in a timely manner because our shipments--even as close as Chicagoland--can have as much as one and one-half hour variance in time, depending on conditions along Highway 20.

Speaking not only for our firm, but for other manufacturers and industries in the tri-state area who ship east, we urge you to expedite a four-lane highway between East Dubuque and Freeport, IL.

Thank you.

Robert H. Wahlert
Chairman, President and CEO
FDL Foods, Inc.
701 E. 16th Street
P. O. Box 898
Dubuque IA 52004-0898
(319) 588-5400

FDL FOODS, INC.
ANNUAL TRAFFIC ON HIGHWAY 20
EASTBOUND FROM DUBUQUE/
WESTBOUND TO DUBUQUE



9,059 truckloads annually



10,800 employee commuting
trips to / from homes in
Northwestern Illinois annually



572 truckloads annually

STATEMENT BEFORE THE
SUBCOMMITTEE ON SURFACE TRANSPORTATION
OF THE
HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

Relating to
REQUESTS FOR NEW OR INCREASED AUTHORIZATIONS
FOR DEMONSTRATION PROJECTS IN SOUTH CAROLINA

By

Robert L. White

State Highway Engineer
South Carolina Department of Transportation

March 10, 1994

Mr. Chairman. I am Robert L. White, State Highway Engineer for the South Carolina Department of Transportation.

It is a great honor for me to appear before this Congressional subcommittee to ask that as you work to develop the National Highway System (NHS) legislation, funding be provided for some very important Demonstration Projects in the State of South Carolina.

Specifically, I refer to funding for a Fast Track Bridge Replacement Program and for a U.S. Route 301 Widening Project.

In South Carolina, and throughout the nation, there is a pressing need to rebuild infrastructure. The deteriorated condition of our highway bridges demands our immediate attention. In my state, we have 9,007 bridges on the national inventory, and 1,853 of these are either structurally deficient or obsolete. We have closed 75 bridges because they are beyond repair.

The question is, "How do we make the most of the precious resources available for replacing these deficient bridges?" The FAST TRACK BRIDGE REPLACEMENT PROGRAM currently underway in South Carolina is one answer. This accelerated bridge replacement program is a model of partnering of various engineering disciplines pooling their knowledge and concerns to produce bridge replacement projects that:

- Meet high engineering standards for strength and durability
- Are economical to design, build and maintain
- Are environmentally sensitive to individual site conditions.

The FAST TRACK BRIDGE REPLACEMENT PROGRAM will demonstrate that a highly experienced team of experts can accelerate the preliminary engineering process and reduce the cost of engineering, thus allowing deficient bridges to be replaced relatively quickly and at a greatly reduced engineering cost. This allows a higher percentage of bridge replacement funds to be used in the direct construction of deficient bridges.

The team of experts fielded by South Carolina include bridge engineers, hydrologists, roadway engineers, biologists, and construction engineers. The team typically has five to six members with a combined experience of more than 100 years in the design and implementation of transportation projects.

The team has flexibility to make decisions on the site concerning such items as: (fast track or normal development process), hydraulic requirements, road approach section, bridge length, width, span, and proposed foundation type, wetland encroachment, scour potential and mitigation, length and placement of guardrails. Depending upon their determination, a project is placed in the FAST TRACK PROGRAM or a regular program.

The specific recommendations of the team place emphasis on minimizing environmental impact, reducing the need for processing and permits, limiting the need for new right of way, and reducing design and construction time.

Fast track projects are defined as those where in the team's sole judgement it is determined that hydraulic analysis and field surveys are not necessary and that construction can be accomplished within the existing right of way.

As a result of the additional federal aid obligation authority redistributed to SCDOT by FHWA in August 1993, we were able to initiate a pilot Fast Track Bridge Replacement program which appeared to have potential for success.

In fiscal 1993, 34 bridges were replaced using the fast track method. The average cost of design engineering for these bridges was \$6,842 compared with approximately \$52,000 per bridge for the 11 bridges developed under the normal process. The average time required from site visit to award of a construction contract for a Fast Track was six months, compared with 18 to 24 months for normal projects.

Additional money would demonstrate the potential benefit of applying the Fast Track methodology on a much larger scale, perhaps nationally.

The proposed FAST TRACK BRIDGE REPLACEMENT PROGRAM will demonstrate the effectiveness of partnering various disciplines and concerns to develop bridge replacement projects which:

- meet high engineering standards
- are cost effective
- are environmentally sensitive
- get construction underway quickly.

Another item which we would like you to consider is funding for a U.S. 301 DEMONSTRATION PROJECT. The proposal to widen a short section of U.S. Route 301 through the downtown business district of the town of Bamberg offers a unique opportunity to demonstrate that problems normally associated with highway projects impacting historic districts can be effectively mitigated.

By usual standards, such projects are inordinately delayed or rejected because of unresolvable conflicts between highway officials and Federal, State and local agencies and interest groups. This project would be predicated on a higher level of partnering and coordination between local town officials, historical groups and highway engineering personnel.

The project to widen U.S. 301 through Bamberg is typical of the needs of most small and medium-sized towns in South Carolina. These towns usually center around a small business district lining either side of a main thoroughfare, with older residential areas immediately contiguous. Since most of these towns developed more than a half century ago, many individual buildings and entire business districts and residential communities are either listed on, or are eligible for the National Register of Historic Places.

Most "main" streets or business district streets are on U.S. numbered highways. The major emphasis of South Carolina's State Highway Improvement program is focused on upgrading many of these two-lane routes.

Traffic growth between and through many small towns has increased dramatically, and the need to widen the highways connecting them has resulted in conflicts between promoting better highways and promoting historical preservation.

Typically, the downtown streets are too narrow for the four or five lanes needed, and downtown merchants do not want to lose on-street parking to a widened highway. Further complicating the problem is the inevitable request or mandated requirement under the National Historic Preservation Act that a bypass be constructed around town to avoid impacts on historic properties.

In many cases, this has resulted in saving the historic district but losing downtown business to the new bypasses. Many downtown business districts are, consequently, made up of vacant buildings with uncertain futures.

The proposed U.S. 301 project in Bamberg would involve widening the existing two lanes through the heart of the business district to five lanes. The front portion of all buildings on one side of the street would be removed to a sufficient distance to accommodate the wider roadway and on-street parking. Following completion of the project the buildings would be refaced in their setback positions and reopened for business. Lost business space as a result of the setback would be accommodated by additions to the rear of the buildings or sharing space in vacated buildings.

The proposed demonstration project would allow detailed architectural studies to determine on which side of U.S. 301 the changes could best be made. Historical significance, structural suitability, and local input would likely be the factors primarily influencing this decision.

Detailed architectural drawings and extensive photography to Historic American Engineering Record standards would be necessary to record original conditions and the setting of each affected structure. Input from professional architects would be necessary.

This project would also provide the impetus for other associated infrastructure improvements in the downtown areas, possibly including changes in streetside utilities to improve appearances.

A successful demonstration project of this nature could serve as a model for other small and medium-sized towns needing improved traffic service without losing the historic downtown business area.

Again, let me express my thanks for the opportunity to comment on these matters of great importance to those of us involved in transportation in South Carolina.

Now I will be pleased to respond to any questions you might have.

OPENING STATEMENT
REP. LYNN C. WOOLSEY
SURFACE TRANSPORTATION SUBCOMMITTEE
CHAIRMAN NICK RAHALL
MARCH 10, 1994

MR. CHAIRMAN, I APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE THE SURFACE TRANSPORTATION SUBCOMMITTEE. I AM HERE TODAY TO INTRODUCE MY FRIEND, SUPERVISOR BOB ROUMIGUIERE, AND TO EXPRESS MY SUPPORT FOR THE MARIN H.O.V. GAP PROJECT.

I REPRESENT MARIN AND SONOMA COUNTIES, WHICH ARE THE TWO COUNTIES DIRECTLY NORTH OF THE GOLDEN GATE BRIDGE IN NORTHERN CALIFORNIA. MUCH OF OUR TRAFFIC PROBLEM IS ASSOCIATED WITH COMMUTES INTO SAN FRANCISCO ALONG THE HIGHLY TRAVELLED 101 FREEWAY; AND, MARIN COUNTY IS PURSUING A PROJECT TO PROVIDE MUCH-NEEDED RELIEF TO CONGESTION ON HIGHWAY 101.

THERE ARE CURRENTLY TWO SEGMENTS OF HOV LANES ALONG HIGHWAY 101, CONNECTED BY ABOUT 4 MILES OF HIGHWAY THAT ARE MIXED-FLOW ONLY. THE GAP IN THE HOV LANES IS A SERIOUS DISINCENTIVE FOR COMMUTERS TO USE BUSES OR CAR POOLS. HOV USERS ARE THROWN INTO THE MIXED-FLOW LANES AT THE VERY BUSIEST POINT, WHICH ADDS ABOUT 15 MINUTES TO THE COMMUTE EACH WAY. WE KNOW THAT MANY FEWER PEOPLE USE PUBLIC TRANSIT OR CAR POOLS THAN WOULD IF THEY COULD ENJOY AN HOV LANE FOR THEIR ENTIRE COMMUTE.

THIS PROJECT WOULD UTILIZE THE PUBLICLY-OWNED RIGHT-OF-WAY THAT IS ROUGHLY ADJACENT TO HIGHWAY 101 TO FILL THE EXISTING GAP, AND IN SO DOING, WOULD PROVIDE DIRECT HOV ACCESS TO THE LARKSPUR FERRY STATION FOR THOSE WISHING TO TAKE PUBLIC TRANSIT TO THE FERRIES FOR THEIR COMMUTE INTO SAN FRANCISCO.

MR. CHAIRMAN, THIS PROJECT IS PARTICULARLY WORTHWHILE BECAUSE NOT ONLY WOULD IT EASE CONGESTION IN THE SHORT TERM BY PROVIDING AN HOV LANE, BUT IT WOULD ALSO ACCELERATE THE REPAIRS OF THE RIGHT OF WAY FOR RAIL USE LATER ON. THE PROPOSED PROJECT IS AN INTERIM PROJECT TO RELIEVE THE BOTTLE NECK PENDING THE DEVELOPMENT AND IMPLEMENTATION OF A LIGHT RAIL SYSTEM.

MARIN COUNTY IS ASKING THE FEDERAL GOVERNMENT TO PROVIDE ABOUT 19 MILLION DOLLARS FOR THE PROJECT, WHICH IS 80 PERCENT OF THE PROJECT'S TOTAL COST, AND STATE AND LOCAL GOVERNMENT WOULD PROVIDE THE REMAINING 20 PERCENT.

MR. CHAIRMAN, THIS PROJECT IS IMPORTANT TO THE SIXTH DISTRICT OF CALIFORNIA BECAUSE IT WOULD REDUCE CONGESTION, INCREASE THE USE OF PUBLIC TRANSIT, AND IMPROVE AIR QUALITY FOR MARIN COUNTY AND THE SURROUNDING REGION.

THANK YOU, MR. CHAIRMAN, FOR THE OPPORTUNITY TO BE HERE TODAY. NOW, I WOULD ASK THAT SUPERVISOR ROUMIGUIERE BE PERMITTED TO ELABORATE ON THE MERITS OF THIS PROJECT.

ADDITIONS TO THE RECORD

Testimony of Albert J. DiUlio, S.J., President of Marquette University for the Subcommittee on Surface Transportation

Mr. Chairman, Mr. Petri and members of the subcommittee, I very much appreciate the opportunity to present testimony for the record on a proposal which will greatly enhance the safety of Marquette University and accommodate future plans for southeastern Wisconsin's East-West Corridor Transit Project authorized under the Intermodal Surface Transportation Efficiency Act of 1991. Marquette University is seeking general fund authorization of \$2 million for the preliminary planning of a Multi-Modal Transfer Platform which would be located in downtown Milwaukee, adjacent to the Marquette University campus.

Under our proposal submitted on January 7, 1994 to the Subcommittee, Marquette University originally sought \$20 million in contract authority for the construction of a Multi-Modal Transfer Platform. The transfer platform is necessary for Marquette University to meet its goal of establishing a more cohesive campus while providing increased safety to the community. This plan will also allow the State and City enough flexibility to pursue their goal of increased mass transit utilization without negatively impacting the University. All work would begin as soon as funds are made available.

The transfer platform would "lid" the air space above I-43 between Milwaukee's 10th and 11th Streets and Wisconsin and Wells Streets. The heart of the campus currently is bisected by the six lane Wisconsin Avenue running east/west, with 11th Street running north/south along the eastern border of its campus. East of 11th street is a bridge allowing Wisconsin Avenue's traffic to cross above I-43. Expanding this bridge into a platform will create enough new "real estate" to allow traffic to move efficiently around Marquette University. Such a platform would also allow for the introduction of alternative means of mass-transit.

Although Marquette University remains intent on securing funding for the entire project, further consideration and discussion with subcommittee staff has helped us to recognize that it would be logical to seek \$2 million to assist with the preliminary work associated with this project now, deferring the remainder of the project for a future Congress. Preliminary work would consist of the following activities and costs:

• Environmental Impact Study	\$150,000
• Feasibility Study	\$250,000
• Preliminary Design	\$600,000
• Final Design and Engineering	<u>\$1,000,000</u>
Total Preliminary Work:	\$2,000,000

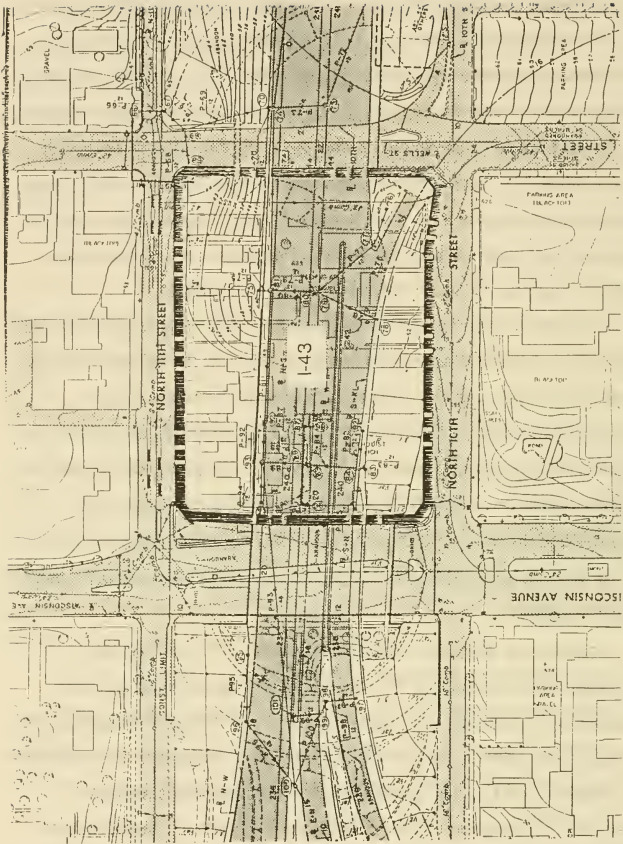
According to a Memorandum Report completed by the Southeastern Wisconsin Regional Planning Commission in November, 1992, approximately 20,200 vehicles pass along Wisconsin Avenue between N. 11th and N. 16th Streets each business day. During the first semester of the current academic year there were three incidents of vehicular/pedestrian conflict within this area. Fortunately, none resulted in serious injury, but the frequency of such incidents clearly require an immediate, imaginative solution.

Due to the physical characteristics of I-43, no alternative exists which would merge these two portions of the city in the fashion envisioned within this proposal. In addition, traffic traveling eastbound west of the campus along Wisconsin Avenue would be rerouted to streets other than Wisconsin Avenue. Rerouting traffic without the "lid" would necessitate at least two difficult turning movements because of the location of I-43, affecting both passenger and mass transit vehicles.

Although this project has not yet been made part of Wisconsin's highway plan, the necessity of this project is directly related to a portion of the state's plan known as the East-West Corridor Project. The "lid" project will not have a negative affect on either the overall highway plan for the state or its work on the East-West Corridor Project. In fact, we believe that such a project will greatly enhance any form of transportation which might later be decided upon by those individuals assessing the East-West Corridor Project. Discussions concerning this project have taken place with Wisconsin Department of Transportation officials and we fully anticipate their participation in this effort.

Marquette University has invested over \$20 million in the past 24-months to revitalize the neighborhoods surrounding our campus. It has been our goal to work hand-in-hand with the community to achieve the proper balance necessary to increase safety while maintaining neighborhood integrity and the downtown Milwaukee atmosphere. The I -43 corridor has traditionally been an artificially imposed dividing line between the secure business district of Milwaukee and the more challenging environment surrounding the University. This "lid" will truly unify the city, allowing Marquette University to remain a vital, growing institution.

Attached are letters from Milwaukee's Mayor, John Norquist, and Milwaukee's County Executive, Thomas Ament, in support of this proposal. Congressman Tom Barrett, the Member who represents the 5th Congressional District, has also given us his commitment to support this project. In addition, for your reference, a map showing the area under discussion has also been included with this statement. We will be happy to provide the Subcommittee with any additional information which you might need.



PROPOSED I-43 DECK



OFFICE OF COUNTY EXECUTIVE

Milwaukee County

F. THOMAS AMENT • COUNTY EXECUTIVE

March 21, 1994

The Honorable Norman Y. Mineta, Chairman
House Committee on Public Works & Transportation
2221 Rayburn House Office Building
Washington, D.C. 20515-0515

Dear Chairman Mineta:

The purpose of this letter is to express my support for the efforts of Marquette University to seek inclusion of a highway proposal in the House reauthorization bill for the National Highway System.

The University has developed a plan to recover air rights over I-43 by creating a lid over that national highway between Milwaukee's Wells Street and Wisconsin Avenue bridges over I-43, thus linking the University campus to downtown Milwaukee, including the grounds adjacent to the Milwaukee County Courthouse. It is a project of mutual benefit to a variety of Milwaukee interests, including the County's. It would become an integral segment for the eventual restoration of not only the existing bridges but also the interstate system itself.

Marquette University seeks \$2 million for preliminary planning for the project and I urge your favorable consideration of this proposal.

Sincerely,

F. Thomas Ament
Milwaukee County Executive

FTA/dl

JOHN O. NORQUIST
MAYOR



OFFICE OF THE MAYOR
MILWAUKEE, WISCONSIN

March 25, 1994

The Honorable Norman Y. Mineta
Chairman
House Committee on Public Works
and Transportation
2221 Rayburn House Office Building
Washington, D.C. 20515-0515

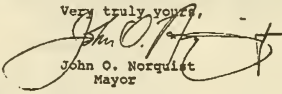
Dear Chairman Mineta:

Marquette University seeks inclusion of a highway proposal in the House reauthorization bill for the National Highway System and I urge your favorable consideration of the proposal.

The plan is to create a lid over that portion of I-43 that passes beneath the Wells Street and Wisconsin Avenue Bridges. The lid spanning I-43 would be attached to both bridges and would not only create new development space for Milwaukee, but also help unify important City sections now separated by the interstate. I believe this project would restore a vital link between important developments in the City.

Marquette University seeks \$2 million for preliminary planning for this project. I hope you and your colleagues will look favorably upon this excellent opportunity to test the concept within the context of upgrading the quality of the National Highway System.

Very truly yours,


John O. Norquist
Mayor

STATEMENT OF THE HON. ROBERT MENENDEZ
BEFORE
THE COMMITTEE ON PUBLIC WORKS
SUBCOMMITTEE ON SURFACE TRANSPORTATION

Thank you Mr. Chairman and Mr. Petri for the opportunity to testify on the behalf of the transportation needs of New Jersey and the 13th District, which I represent.

The Public Works Committee is taking a great step in creating the National Highway System Act. I think it is particularly important because of the emphasis that the Committee is giving to intermodalism and the integration of all forms of transportation. I salute Secretary Pena for his leadership in addressing transportation problems with intermodal solutions. In his testimony before this Committee, the Secretary repeatedly underlined the importance of a total transportation approach. Following the Secretary's wise lead, my presentation will reflect the same intermodal needs of New Jersey.

Mr. Chairman, New Jersey may be the only state which submits a total transportation plan. I believe, along with Secretary Pena, that the purpose of ISTEA and the National Highway System Act is to create a seamless web of transportation service throughout the nation. We have a long way to go on this account. In testimony before this subcommittee on March 1, 1994, we learned that neither the FHWA nor the Federal Railroad Administration could identify the NHS road access provided to the 321 AMTRAK stations or the 319 public transit systems on the map.

New Jersey is poised to create a model of this seamless transportation service. In the area of mass transit, the New Jersey Urban Core Project is designed to address the changing public transportation needs of state residents for years to come. The Urban Core project includes the Kearny connection, the Newark Elizabeth Rail Link, the Hudson River Waterfront Transportation System, the Waterfront connection, the Secaucus Transfer, the Northeast Corridor Signal Modernization Project and the New York Penn Station Improvement. The Hudson River Waterfront Project is of particular interest to me. As the former mayor of Union City and as a member of the New Jersey legislature, I helped work out the many cross jurisdictional problems. I want to thank you Mr. Chairman, for your help with expediting the consideration of the extension of the line to Bayonne in the technical correction bill the committee passed. A project like this will greatly help revitalize Union City, Jersey City, Hoboken, Wehawken and Bayonne and provide vital transit services to both the waterfront and to the disadvantaged neighborhoods and let an estimated 100,000 of our citizens to get to and from jobs more quickly and efficiently every day.

All of New Jersey has been concerned about the fate of the Urban Core Project in light of the President's budget submission. The House Budget Committee has relieved some of our concerns with regards to operating assistance for mass transit. However, I am still deeply concerned about the interpretation of new starts and the application of a requirement for full funding agreements in the capital construction accounts.

While the entire Urban Core Project was fully authorized in ISTEA, I would like report language which will insure that the projects can proceed as an entity with differing schedules for the facets of the Urban Core Project. Since Urban Core is multifaceted, it is very difficult for the components to enter construction in the traditional sense or concurrently. We want to make sure that dozens of years of work and planning on a fully authorized, model, comprehensive transit program are not endangered by overly strict interpretations. We are concerned that the \$146 million that is authorized will not be able to be used for the various projects at different phases of development. This would not save the federal government any money and destroy the delicate phasing of the Project. Secretary Pena is working with great energy to work out an agreement with NJ Transit to rectify this problem. This is certainly fair since Federal Transit Administration officials had given NJ Transit officials a letter saying it would not need to sign full funding agreements for Core projects. We would like to insure that a short sighted budget analyst at O.M.B. does not undo a lot of fine work.

As for the more traditional notion of the National Highway System Act, I would like to highlight the following proposals for your consideration. Pursuant to the guidance which you, Mr. Chairman, outlined for the Committee's consideration of projects, I have attached the supporting materials from the New Jersey Department of Transportation, which the committee requested.

Regarding projects that were previously authorized by ISTEA, the New Jersey Department of Transportation is requesting additional bridge discretionary or highway demonstration funds. Route 21 Viaduct project would replace a sixty year old obsolete viaduct with a new structure that meets current design criteria and improve access to Newark from the major highway south of the city. This project received funding from ISTEA to complete predesign, design and partial right of way. Additional funding of \$139 million is required to complete the project. This pot hole scarred roadway is a driver's nightmare and a menace to safety.

Similarly authorized, Route 21/McCarter Highway is a project of intersection improvements, turning lanes, auxiliary weaving lanes, minor roadway realignments and a NJ Transit bridge replacement. The project will require as additional \$21 million for completion.

Route 1&9 improvements, including a bridge over Waverly Yards, is a project to replace the bridges of the southbound Route 1&9 over Conrail's Waverly Yards and three approach bridges near Newark Airport. This will improve the functional integrity of the bridge, correct geometrical deficiencies, improve vertical clearances over the railroad. This project will require \$114 million in authorization.

NJ Transit plans to rehabilitate the entire Hoboken Terminal and Yard Complex. The terminal is an intermodal facility currently offering commuter rail, bus, ferry and PATH service. It will also be served by the Hudson River Waterfront light rail system upon its completion. Authorization is requested for \$19 million for facility rehabilitation of the terminal originally built in 1907 and for design of the Hoboken Transportation Center.

The New York/New Jersey Port Authority is seeking to rehabilitate 14th St., exiting the north tube of the Holland Tunnel form the exit portal to Jersey Ave. and the Jersey Ave. between 12th St. and 14th St. in Jersey City. The project will cost \$14.9 million of which the requested federal share is one half.

The New Jersey Turnpike Authority is seeking authorization for an interchange in Secaucas to complement the Secaucas Rail Transfer Station Project of the Urban Core Project. The project is requesting \$130 million in federal funding.

Finally, I would request report language to clarify a situation with the proposed ferry service between Perth Amboy, New Jersey and Staten Island, New York. The language is needed to insure that the ferry service is eligible for bridge discretionary funds.

I want to thank the committee for their consideration and I have included numerous supporting documents for inclusion in the Committee's record.

Project: Route 21 Viaduct

DBNUM: V003

State of New Jersey Demonstration Project Status Report
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1. Responsible Agency: NJDOT

2. Describe Project Scope:

Replace a sixty year old obsolete viaduct with a new structure that meets current design criteria.

Describe Project Objectives:

Improve access to Newark from major highway south of the city.

Describe Design Phase: Prelimin. Eng.

3. Is the project eligible for Federal Aid funds?: Yes

4. What is the total project cost?: 154.000

Federal Share: 154.000

State Share: 0.000

Other Share: 0.000

5. Will there be Private sector funding?: No

If so, how much?: 0.000

6. Will the completion cost exceed the amount requested?: Yes

If so, how much?: 139.000

7. Has early work been completed?: Yes

P.E.: No

Project: Route 21 Viaduct

DBNUM: V003

State of New Jersey Demonstration Project Status Report
--

Environmental Analysis: No

8. What is the proposed schedule?:

Phase I Design due 12/93
Phase II Design due 12/94
Adv. ROW due 12/94
L.O.A. due 12/94
Final design due 12/96

Status of work?:

DOT currently reviewing Phase I Design.

9. Is the project in a TIP?: Yes

If so when is it scheduled?: Study

10. Is the project critical?: Yes

11. Why hasn't the State sought funding through ISTEA?:

This project received \$14.8 million from ISTEA - enough to complete pre-design, design and partial right of way acquisition. We are requesting more funds.

12. Are there any obstacles (environ. or other) to this project?: No

Explain:

13. How will project objectives be attained?:

A new viaduct will improve direct connections between Rte. 21, Rte. 78 and Rte. 22, Rte. 1 and 9.

14. Describe economic effects:

Improved access for commercial traffic to and

Project: Route 21 Viaduct

DBNUM: V003

State of New Jersey Demonstration Project Status Report
--

from Newark-particularly the Ironbound section.
 Improved access from Newark to Newark
 International Airport and Newark seaport, and the
 Interstate system.

Describe energy efficiency effects:
 Direct access to major highways reduces
 VMT.

Describe congestion mgmt. effects:
 It will increase capacity of the viaduct.
 It will also improve connectivity of the
 Interstate and NHS systems.

Describe safety effects:
 It will eliminate substandard ramps

15. Does project require additional investment in other projects?: Yes
 How Much?: 139.000
16. In lieu of this project, what other strategies have been considered?:
 Considered rehabilitating the existing viaduct - but its
 antiquated design was incompatible with local traffic needs.
17. Is this a first award?: No
 If not, how much was awarded previously?: 0.270
 Has project received previous federal commitments of any kind?: No
 Explain:
 BR funds were used for a Design Study in 1986
18. Would you support general fund revenues for this project if highway funds
 were unavailable?: Yes

Project: Rte.21/McCarter Highway - Newark

DBNUM: V005

State of New Jersey Demonstration Project Status Report
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1. Responsible Agency: NJDOT

2. Describe Project Scope:

Intersection improvements, turning lanes, auxiliary weaving lanes, minor roadway realignment, NJ Transit bridge replacement

Describe Project Objectives:

Improve traffic flow. Congestion mitigation

Describe Design Phase: Prelimin. Eng.

3. Is the project eligible for Federal Aid funds?: Yes

4. What is the total project cost?: 43.000

Federal Share: . . . 43.000

State Share: 0.000

Other Share: 0.000

5. Will there be Private sector funding?: No

If so, how much?: 0.000

6. Will the completion cost exceed the amount requested?: Yes

If so, how much?: 21.000

7. Has early work been completed?: Yes

P.E.: Yes

Project: Rte.21/McCarter Highway - Newark

DBNUM: V005

State of New Jersey Demonstration Project Status Report
--

Environmental Analysis: No

8. What is the proposed schedule?:

FY94 - Design bridge replacement and road improvements from
Orange St to Governour St.
FY96 - ROW (All), Const. Lafayette St. to Orange St.
FY98 - Const. remainder

Status of work?:

Design 50% complete (Lafayette ST. to Governour St.)
Study complete for Bridge replacement and road improvements
from Orange St. to Governour St.

9. Is the project in a TIP?: Yes

If so when is it scheduled?: FY94-98

10. Is the project critical?: Yes

11. Why hasn't the State sought funding through ISTEA?:

The project received \$13.9 million from ISTEA. Subsequent
appropriations have helped.

12. Are there any obstacles (environ. or other) to this project?: No

Explain:

13. How will project objectives be attained?:

Improved traffic flow will help address Congestion
Management Plan for region

14. Describe economic effects:

Encourages ongoing redevelopment of CBD

Project: Rte.21/McCarter Highway - Newark

DBNUM: V005

State of New Jersey Demonstration Project Status Report
--

Describe energy efficiency effects:
Improves traffic flow; reduces delays
and idling

Describe congestion mgmt. effects:
Reduce delays and idling

Describe safety effects:
The intersection improvements should help reduce
accidents.

15. Does project require additional investment in other projects?: Yes
How Much?: 21.400
16. In lieu of this project, what other strategies have been considered?:
Computer traffic control network is in operation now.
Considered reversible lanes but they are impractical
17. Is this a first award?: Yes
If not, how much was awarded previously?: 0.000
Has project received previous federal commitments of any kind?: Yes
Explain:
ISTEA and Appropriations
18. Would you support general fund revenues for this project if highway fund
were unavailable?: Yes

Project: Rte. 1&9/Waverly Yards

DBNUM: V007

State of New Jersey Demonstration Project Status Report
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1. Responsible Agency: NJDOT

2. Describe Project Scope:

Replace bridges of the Route 1&9 Southbound viaduct over
 Conrail's Waverly Yards and three approach bridges near
 Newark Airport.

Describe Project Objectives:

REstore functional integrity of the bridges, correct
 geometric deficiencies, improve vertical underclearances
 over the railroad

Describe Design Phase: Final Design

3. Is the project eligible for Federal Aid funds?: Yes

4. What is the total project cost?:	114.000
Federal Share:	114.000
State Share:	0.000
Other Share:	0.000

5. Will there be Private sector funding?: No

If so, how much?: 0.000

6. Will the completion cost exceed the amount requested?: No

If so, how much?: 0.000

7. Has early work been completed?: Yes

P.E.: Yes

Project: Rte. 1&9/Waverly Yards

DBNUM: V007

State of New Jersey Demonstration Project Status Report
--

Environmental Analysis: No

8. What is the proposed schedule?:
FY94 - Final Design

Status of work?:
Preliminary design is complete

9. Is the project in a TIP?: Yes
If so when is it scheduled?: FY96

10. Is the project critical?: Yes

11. Why hasn't the State sought funding through ISTEA?:
The project has never received any demonstration funds.

12. Are there any obstacles (environ. or other) to this project?: No
Explain:

13. How will project objectives be attained?:
Currently demolishing the existing viaduct. All traffic is
being carried by the northbound roadway.

14. Describe economic effects:
Improve access for commercial traffic along the

Project: Rte. 149/Waverly Yards

DBNUM: V007

State of New Jersey Demonstration Project Status Report
--

Route 1 corridor.

Describe energy efficiency effects:

Describe congestion mgmt. effects:

Acceleration/deceleration lanes will
improve traffic flow

Describe safety effects:

Will provide a place for disabled vehicles to pull
off without impeding traffic flow.

15. Does project require additional investment in other projects?: No
How Much?: 0.000
16. In lieu of this project, what other strategies have been considered?:
Considered rehabilitating the existing viaduct but it is too
deteriorated
17. Is this a first award?: No
If not, how much was awarded previously?: 12.500
Has project received previous federal commitments of any kind?: Yes
Explain:
Received BRF funding for design and right of way
18. Would you support general fund revenues for this project if highway funds
were unavailable?: Yes

Hoboken Terminal Facility Improvements**Project Description:**

NJ TRANSIT plans to rehabilitate the entire Hoboken Terminal and Yard Complex. The terminal, originally built in 1907, is an intermodal facility, currently offering commuter rail, bus, ferry, and PATH service. It will also be served by the Hudson River Waterfront light rail system once that system is constructed. Rehabilitation plans for which funding is requested include infrastructure work required to maintain the basic structural and operational integrity of the facility as well as improvements to the yard and passenger area of the terminal. In the long term (beyond the authorization period for ISTE), the project will completely restore the historic ferry slips and passenger area of the terminal. Currently, ferry service is operated from a temporary facility since the original ferry slips are so deteriorated as to be unusable.

Proposed funding source:

Highway earmark or
Section 1064 Construction of Ferry Boats and Ferry Terminals

Proposed earmarks:

FY 1995: \$18 million for facility rehabilitation
\$1 million for design of Hoboken Transportation Center
FY 1996: \$5.0 million for facility rehabilitation

PUBLIC WORKS COMMITTEE QUESTIONS

1. **Project name:** Hoboken Terminal Facility Improvements

Project manager: Frank Smolar

2. **What is the scope of the project?**

Infrastructure rehabilitation of the rail terminal facility.
Design for Hoboken Transportation Center.

What are the objectives of the project?

To restore the complex to its original beauty and structural integrity so as to assure continuation of safe and efficient intermodal transportation services to the thousands of passengers who use it every day.

If the project is being funded in phases, describe the phase to be funded with these federal funds.

This funding will be used for advance projects, which include

8. Proposed project schedule:

Project engineering/design: July 1994-July 1995

Construction to begin early 1996.

9. Is the project included in the TIP? yes

10. Is the project considered by State and/or regional transportation officials as critical to their needs?

Hoboken Terminal is the second busiest rail terminal in New Jersey, and a truly intermodal facility. It houses commuter rail, PATH connections, ferry service, and bus service, and will also be connected to the Waterfront Transportation System, a light rail system to be constructed as part of the Urban Core project. The facility is also of historical significance. Rehabilitation of the terminal will greatly enhance transit service throughout the northern New Jersey region.

11. Why was this project not funded in the original ISTEA legislation?

Design work had not progressed enough at the time ISTEA was developed and enacted to include this project.

12. Has the proposed project encountered, or is it likely to encounter, any significant obstacles based on environmental or other types of concerns? Please explain.

The terminal is of historical significance and all rehabilitation must meet State Historic Preservation Office (SHPO) guidelines. In addition, we expect to encounter some environmental issues as the project progresses. A Memorandum of Understanding with the New Jersey Department of Environmental Protection and Energy is under development to address potential issues and determine how they will be overcome.

13. How will the project objectives be attained?

The project for which this funding is requested is expected to move smoothly from completion of design through the approval process and into construction. In the long term, a master plan will be developed which will be broken into phases to move forward as funding allows.

14. Describe the economic, energy efficiency, environmental, congestion mitigation and safety effects of the project:

The Hoboken terminal rehabilitation project is expected to make transit use more attractive and convenient; it will improve the quality of the trip for existing riders and entice potential new riders away from single occupant vehicles. Rehabilitation of the piles and foundations will assure the structural safety of the

foundation and substructure work to the piles and foundation which are in a deteriorated state, operational and facility improvements in the rail yard, and rehabilitation of the passenger areas of the terminal. In addition, the project will cover design and "seed money" for the Hoboken Transportation Center project, which will entail joint development with the private sector of an office building on top of the PATH station which is part of the Hoboken Terminal Complex.

Describe the project's design, if applicable:

N/A

3. Federal funding source:

Highway or ferry funds

4. Total project cost:

\$150 million total; This request is for \$19 million in FY 1995 and \$5 million in FY 1996.

Sources of funds:

To date, the project has been funded with flexible highway funds (CMAQ and STP) and State Transportation Trust Fund dollars. FTA funds will be sought in the future also.

5. List private sector funding sources and dollar amounts, if any:

Private sector contribution to the Hoboken Transportation Center element of the project is anticipated. In addition, the Port Authority is expected to contribute to improvements to the PATH.

6. Will completion costs for the project exceed federal funding request? If so, by how much?

The entire project will not be completed until after the authorization period. Therefore, we are requesting funding only for those components which can be completed during the authorization period. Completion cost is approximately \$122.5 million.

7. Current project status/work done to date:

The concept plan for the core passenger area is complete. A design consultant for foundation and substructure work has been hired and began work in October, 1993. A consultant has been hired to develop a concept plan for the rail yard. The plan is expected to be complete by mid-1994. A general design consultant is expected to begin work in mid-1994.

terminal which was build in 1907.

15. Will the project require additional investment in other infrastructure projects? If so, how will these projects be funded? No

16. In lieu of the proposed project, what other transportation strategies have been considered?

None--Since this involves rehabilitation of an existing structure which is currently in use, there are no viable alternatives.

17. Is this the first request for Federal funds for this project?

No

Describe previously received Federal funds, earmarks, and Letters of Intent or Full Funding Agreements, if any.

\$600,000 has been received for design of piles and substructure repairs. In addition, flexible highway funds are expected to be used in FY 1994.

18. If Highway Trust Fund revenues are not available for this project, would you support general fund revenues for it? Yes

LTC 30 1991



NEW JERSEY TURNPIKE AUTHORITY

P O BOX 1121

NEW BRUNSWICK, N J 08903

(908) 247 0900

FAX (908) 247-3472

DAVID J. GOLDBERG
CHAIRMAN

December 28, 1993

The Honorable Robert Menendez
Representative in Congress
911 Bergen Avenue
Jersey City, New Jersey 07302

Dear Mr. Menendez:

In an extension of remarks published in the Congressional Record (copy attached), Representative Nick Joe Rahall, II, Chairman of the Surface Transportation Subcommittee, outlined how his Subcommittee will draft legislation in early 1994 to designate the National Highway System authorized by the Intermodal Surface Transportation Efficiency Act (ISTEA). He also said that the proposed legislation would serve as a vehicle for authorizing new projects, most likely to be funded from the General Fund rather than the Highway Trust Fund.

I would hope that you would agree that the proposed Secaucus Interchange could qualify as one of these projects. Inasmuch as the Turnpike Authority has not as yet identified a source of funding for the Secaucus Interchange project, I believe the opportunity afforded by Congressman Rahall should be seized.

The Secaucus Interchange project is a good example of the intermodal concepts advocated in ISTEA (the "I" in ISTEA). In combination with the Secaucus Transfer and Allied Junction projects, it is also a good example of public/private partnership concepts endorsed in the National Transportation Policy promulgated by the U.S. Department of Transportation.

In his remarks, Congressman Rahall posed 18 inquiries that should be answered and included as part of any proposal for new funding that any Member of Congress may choose to submit. Responses to those inquiries are contained in an attachment to this letter.

I respectfully request that you nominate the Secaucus Interchange as a project for earmarked funding in the anticipated new legislation. The amount of federal funding requested is \$130 million which represents 50% of the total estimated remaining cost of the project (some funds have already been expended on conceptual studies). I am making the same request of your colleague, Representative Franks. Obviously, your bipartisan support would greatly enhance the chances for approval.

NEW JERSEY TURNPIKE AUTHORITY

The Honorable Robert Menendez

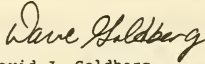
December 28, 1993

Page 2

Although Congress is not in session, and although the legislation is not now expected to emerge from the Subcommittee until sometime in May which is later than initially anticipated, Congressman Rahall asked that candidate projects be identified by January 7, 1994.

If you need any additional information, do not hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dave Goldberg". The signature is fluid and cursive, with the first name "Dave" written in a more abbreviated, stylized manner.

David J. Goldberg
Chairman

DJG:JJK:rp

cc: Senator Lautenberg
Senator Bradley
Representative Torricelli

RESPONSES TO INQUIRIES POSED BY CONGRESSMAN RAHALL

1. Identify the State or other qualified recipient responsible for carrying out the project.

The New Jersey Turnpike Authority.

2. Describe the design, scope and objectives of the project, including the phase or phases proposed for funding.

The proposed project for which Federal funding is being sought is for a new interchange on the New Jersey Turnpike, including connections to U. S. Routes 1 & 9. The interchange is part of a joint-development proposal that includes a commuter rail transfer station and office and commercial development. The Hackensack Meadowlands Development Commission, the agency having jurisdiction over planned development in the Meadowlands, has approved the proposed office and commercial development with the express condition that a connecting interchange be built on the New Jersey Turnpike. The objective of the interchange portion of this intermodal project is to improve upon the highway network serving the region and, thereby, the interrelated proposed facilities. The phases of the project proposed for funding include preliminary engineering, right of way acquisition and construction.

3. Is the project eligible for the use of Federal-aid funds?

Yes.

4. What is the total project cost and source of funds?

Based upon conceptual plans, the total cost for the Secaucus Interchange portion of the joint-development project is \$261 million, including preliminary engineering, right of way and construction costs. The NJTA is currently funding engineering and environmental studies. No source of funding has been identified as yet for the final design, right of way or construction phases of the project.

5. Will there be private sector funding for a portion of the project and, if so, how much private sector financing is being made available for the project?

No private funding for the Secaucus Interchange has been identified, but the Allied Junction Corporation, developers of the major portion of the proposed office and commercial development, has agreed to provide very substantial funding in conjunction with the interrelated Secaucus Rail Transfer Station project.

6. Will the completion costs for the project exceed the amounts requested for the project?

Yes.

7. Has early work, such as preliminary engineering and environmental analysis been done on the project?

Conceptual engineering studies and preliminary environmental studies have been completed. On November 3, 1993, the U. S. Army Corps of Engineers (USACOE) held a public hearing on the application by the four principals of the joint-development project for a Section 404 permit. Action by the USACOE on each of the four applications is pending as of December 27, 1993.

8. What is the proposed schedule and status of work on the project?

If the USACOE approves the Turnpike's application for a Section 404 permit, further engineering and environmental studies would be advanced in 1994. If a funding source can be found, construction could begin in the third quarter of 1996.

9. Is the project included in the metropolitan and/or State transportation improvement plan(s), and if so, scheduled for funding?

Not as yet. Transportation improvement plans and programs have traditionally listed projects proposed for funding with federal financial assistance. Non-federally funded projects have either not been listed or have been listed in those plans and programs for informational purposes only. The Secaucus Interchange project has not previously been identified as a candidate for federal funding. Under regulations very recently promulgated by the federal government pursuant to requirements of both ISTEA and the 1990 Amendments to the Clean Air Act, regionally significant projects must be accounted for in those plans and programs, irrespective of the source of funding, principally to properly perform air quality analyses. It is expected that future regional plans and programs will include the Secaucus Interchange. The Secaucus Transfer Station and other rail improvements are being federally funded through the Federal Transit Administration. Those components of the joint-development project are included in the transportation improvement program (TIP) of the metropolitan planning organization.

10. Is the project considered by State and/or regional transportation officials as critical to their needs?

In 1990 Governor Jim Florio created the Transportation Executive Council (TEC) by Executive Order. The TEC, consisting of the chairs of each of the major transportation authorities and several cabinet officers including the Commissioner of the New Jersey Department of Transportation who is chairman, was charged with developing an integrated and strategic statewide transportation investment plan. In the development of that plan, the TEC recommended that a new Turnpike interchange be built near the Secaucus Transfer Station. It recognized that high density development near the site could not be supported without additional highway access.

11. Why have State and/or regional transportation officials not given this project sufficient priority to obtain funding through the normal ISTEA funding process?

The project was not previously proposed as a candidate for federal funding.

12. Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns?

The proposed project will have adverse impact on approximately 16 acres of wetlands. Based upon experience with similar projects, it is expected that with appropriate mitigating measures, environmental agencies will determine that the project is approvable. The USACOE decision on the Turnpike's permit application (expected in early 1994) will be a good indicator of the environmental acceptability of the proposed project.

At the USACOE public hearing on November 3, 1993, the mayor of Secaucus voiced objection to the scale of the proposed office and commercial development. He stated that the site of the proposed development was zoned for 500,000 square feet of development whereas the Hackensack Meadowlands Development Commission approved 4.7 million square feet. The mayor seems to be principally concerned about the traffic impacts he anticipates the proposed office and commercial development will cause within Secaucus. He voiced no opinion about the Secaucus Interchange itself.

13. How will the project objectives be attained?

If the Secaucus Interchange is constructed, the regional highway network will be improved by reducing the length of vehicular trips between origins and destinations and/or by having a greater portion of those trips take place on highways built to freeway standards.

14. Describe the economic, energy efficiency, environmental, congestion mitigation and safety effects associated with completion of the project.

The response here will be limited to the Secaucus Interchange portion of overall joint-development project. Considering the effects with and without the Secaucus Interchange (build vs. no-build), energy efficiency, air quality and safety should be improved, and congestion should be mitigated for the reasons discussed in response to question 13. The principal environmental effect, adverse impact on wetlands, was discussed in response to question 12.

15. Will the project require an additional investment in other infrastructure projects? If so, how will these projects be funded?

In addition to providing a direct connection between the Turnpike and Routes 1 & 9, the Secaucus Interchange will also provide connections to a proposed extension of Seaview Drive. It is Seaview Drive that will provide direct roadway access to both the Secaucus Transfer Rail Station and to the the proposed office and commercial development. The proposed extension of Seaview Drive will be constructed at the expense of the developers of the office and commercial space. The Secaucus Interchange project will also require modifications to traffic signals and other minor improvements to existing intersections. The cost of those measures is included as part of the Secaucus Interchange project.

16. In lieu of the proposed project, what other transportation strategies have been considered by State and local transportation officials?

This joint-development, intermodal project includes a major commuter rail component, and other employee trip reduction measures will be employed. Also, by the time the Secaucus Interchange is opened to traffic, it is expected that electronic toll collection will be utilized on the Turnpike. While all these measures will improve the efficiency of the regional transportation system, no strategies in lieu of the proposed project are considered to be feasible.

17. Is the authorization requested an increase to a previously authorized amount for this project, or would this be the first authorization for this project? Has this project previously received federal fundings, commitments regarding future federal funding (such as an LOI or Full Funding Agreement), or appropriations?

This would be the first authorization for this project. The Secaucus Interchange component of the overall joint-development project has not previously received federal funding, commitments regarding future federal funding, nor appropriations.

18. If Highway Trust Fund revenues are not made available for the project, would you support general fund revenues for it?

Yes.

Project: Holland Tunnel/14th St. Improvements

DBNUM: V013

State of New Jersey Demonstration Project Status Report
--

1. Responsible Agency: Port Authority NY/NJ
2. Describe Project Scope:
 Rehabilitate 14th St., exiting the North tube of Holland Tunnel, from the exit portal to Jersey Ave. and on Jersey Avenue between 12th St. and 14th St. in Jersey City

 Describe Project Objectives:
 Upgrade traffic signal system, and signage system on 14th st.
 Enhance signal and lighting systems.
 Implement cost-effective plan to improve west bound traffic exiting the North Tube.
 Minimize future maintenance funding for 14th St.
 Comply with ADA.
 Describe Design Phase: Not applicable
3. Is the project eligible for Federal Aid funds?: Yes
4. What is the total project cost?: 14.900

Federal Share:	7.450
State Share:	0.000
Other Share:	7.450
5. Will there be Private sector funding?:
 If so, how much?: 0.000
6. Will the completion cost exceed the amount requested?: No
 If so, how much?: 0.000
7. Has early work been completed?: Yes
 P.E.: No

Project: Holland Tunnel/14th St. Improvements

DBNUM: V013

State of New Jersey Demonstration Project Status Report
--

Environmental Analysis: No

8. What is the proposed schedule?:
Construction scheduled to commence during September, 1995
and be completed two years later.

Status of work?:
Preliminary design efforts are proceeding.

9. Is the project in a TIP?: No

If so when is it scheduled?:

10. Is the project critical?: Yes

11. Why hasn't the State sought funding through ISTEA?:
The project was not ready to be advanced when ISTEA was
enacted.

12. Are there any obstacles (environ. or other) to this project?: No

Explain:

13. How will project objectives be attained?:
Completion of the project will achieve all of the objectives
stated previously

14. Describe economic effects:
The project will improve interstate commerce by

Project: Holland Tunnel/14th St. Improvements

DBNUM: V013

State of New Jersey Demonstration Project Status Report
--

reducing delays at a key interstate crossing.

Describe energy efficiency effects:

It will contribute to improved traffic flow and thereby reduce energy consumption.

Describe congestion mgmt. effects:

It will implement a cost-effective program to improve the westbound traffic exiting the North Tube.

Describe safety effects:

Improved traffic flow means less accidents.

15. Does project require additional investment in other projects?: No
How Much?: 0.000

16. In lieu of this project, what other strategies have been considered?:

17. Is this a first award?: Yes

If not, how much was awarded previously?: 0.000

Has project received previous federal commitments of any kind?: Yes

Explain:

18. Would you support general fund revenues for this project if highway funds were unavailable?: Yes

TESTIMONY
OF
SHIRLEY A. DELIBERO
EXECUTIVE DIRECTOR
NJ TRANSIT
BEFORE
NATIONAL TRANSPORTATION SYSTEM SYMPOSIUM

NATIONAL TRANSPORTATION SYSTEM SYMPOSIUM
U.S. DEPARTMENT OF TRANSPORTATION
MARCH 1, 1994

REMARKS:

Mr. Secretary and colleagues -- I am pleased to be here with you today to begin what I know will be an interesting series of conversations on how we will go about developing a National Transportation System.

I would be remiss, however, if I did not note from the outset that Secretary Pena has taken the critical first step in recognizing that we need a national transportation rather than a national highway system. For too long our focus has been on the highway and the automobile as we have defined transportation in America, failing to recognize the critical role that other modes of transportation play in moving people and goods in our country.

And that -- I suggest -- is what the NTS is all about -- the movement of goods and people -- not vehicles -- and making that

movement smooth and seamless.

The NTS should not simply be a compendium of existing transportation facilities and infrastructure, rather it should be a strategic document that identifies the major corridors required for the movement of goods and people in the future, and prioritizes the nation's transportation investment decisions.

Based on where people and goods movement will be required, the NTS should identify global and national corridors and regional transportation distribution systems.

- A global corridor could be defined as a corridor required for the movement of goods to or from the United States or major airports that handle international travel. A global corridor would probably contain sea ports, airports with large volumes of cargo, cargo handling centers, freight rail lines and highways necessary to distribute goods.

- A national corridor could be defined as a corridor required for the distribution of goods within the United States or necessary for interstate passenger travel. National corridors would consist of the interstate highway system and Amtrak, as well as airports and other modes.
- A regional transportation distribution system (RTDS) could be defined as the regional network of transportation services required to distribute goods traveling on the global or national corridors or that are required to move people within metropolitan and rural areas. Public transportation systems, primary, secondary and urban roads, ferry services and many branch line railroads that serve trunk line railroads would be included in this RTDS.

Again I emphasize -- the NTS should not simply reflect the inclusion of all existing transportation infrastructure and services. Rather, it should be discriminating and try to identify

the primary nodes of transportation and critical connections that best achieve the movement of goods and people.

Another critical aspect of the NTS is its identification of the most cost-effective and efficient means for the movement of goods and people. We need to make sure that the system minimizes the cost of transportation and maximizes our nation's productivity. And this time when we talk about costs we need to make sure that we consider the impact of external or indirect costs -- costs associated with air quality, time lost as a result of congestion, as well as the costs associated with accidents, law enforcement and maintenance for transportation systems.

In this regard the NTS also needs to consider other national objectives such as air quality, energy conservation, economic development, mobility for the disabled, revitalization of urban areas, and ultimately, sustainable development. These national objectives must be fully considered prior to finalizing an NTS.

Under the provisions of ISTEA -- states, MPO's and transit properties across the nation are currently undertaking the development of important new management systems. The information and data developed in these plans -- particularly the traffic congestion, public transportation system and inter-modal transportation system plans -- should be used to support the development of the NTS as well as our own local decisions regarding the allocation of resources. Regional corridor solutions that get recognized on New Jersey plans need to get incorporated in the NTS.

Outside of the fundamental question of what is the NTS -- probably the most important other issue is how will it be used. As I said earlier -- I believe the NTS should be a strategic document -- one that is used to help direct and prioritize federal funding, identify the funding needed to sustain the NTS, and promote technological advancements required to achieve NTS objectives.

Ultimately the NTS needs to be linked to the USDOT Strategic Plan,

with particular sensitivity to three key goals that are outlined in the plan -- "Tie America Together," "Invest Strategically In Transportation Infrastructure" and "Put People First."

Again, I thank the Secretary for his vision and for taking a leadership role in re-defining how America thinks about its transportation system and how we make transportation investment decisions in the future. Recognizing the global economy that our nation competes in today, we need to make sure that the NTS gives the United States a transportation system that is second to none and one that will give us the competitive edge for the twenty-first century.



MAR 04 1994

Office Of The Mayor
CITY OF ELIZABETH, NEW JERSEY

J. CHRISTIAN BOLLWAGE
Mayor

MAR 03 1994
CITY HALL
50 WINFIELD SCOTT PLAZA
ELIZABETH, NEW JERSEY 07201-2462

TEL. 908-820-4170
FAX 908-820-0130

U.S. Congressman Robert Menendez
911 Bergen Avenue
Jersey City, NJ 07306

March 1, 1994

Dear *Bob* Congressman:

Under previous Republican presidential administrations, New Jersey was short-changed when it came to a return on its federal tax dollars.

Now with the latest announced round of cuts in the federal budget, I am afraid our state is once again being shortchanged, particularly in funding transportation projects such as the Urban Core program, a \$2 billion series of initiatives designed to make commuter travel faster and more efficient by linking the region's most heavily traveled rail lines. The Urban Core program also features a rail link between Newark International Airport and points in Downtown Newark and Elizabeth.

Only five such projects in our state would be funded under the new budget as compared to the 30 that were funded last year, endangering many such worthwhile transportation initiatives.

On one hand, the federal government, through its Clean Air Act, mandates that states such as New Jersey reduce car pollution by requiring employers to use public transportation and car pools. On the other hand, the federal government trims funding for public transportation. Does this make any sense?

Reductions in our funding can only mean more traffic congestion and less productivity in urban areas such as the Elizabeth-Newark corridor that are keys to regional economic revitalization. The cuts could be especially damaging to growth along the Route 1 corridor around Newark-Elizabeth Airport, home to one of most economically dynamic areas in the country.

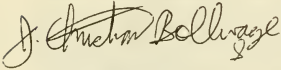
These transportation cuts can only serve to stifle the miraculous growth this corridor has witnessed during the last decade. For too long, prior administrations have underestimated the potential economic power of this corridor and the Newark-Elizabeth Airport, one of the busiest in America. Not only has airport traffic steadily increased, but the airport has also served as the anchor for revitalization. Mega-stores such as IKEA and scores of new hotels and businesses have opened here.

These cuts also hurt redevelopment projects totalling more than \$100 million that are currently in the works along this corridor, including our 166-acre retail and industrial Kapkowski Road Project located within a stone's throw of the airport, and the Elizabeth Midtown Redevelopment Project, which would be hooked up by rail to Newark if funded.

Needless to say, these developments at full build-out will create tens of thousands of permanent full-time jobs, and create millions in revenues for federal, state and local governments.

I call on Congress to restore full funding to the Urban Core program. The reality is that we must position ourselves to take advantage of the tremendous growth that is about to happen in the Elizabeth-Newark corridor by funding these transportation projects, or we will risk missing our golden opportunity.

Sincerely,

A handwritten signature in dark ink, reading "J. Christian Bollwage". The signature is fluid and cursive, with the first name "J." being small and the last name "Bollwage" being larger and more prominent.

J. Christian Bollwage
Mayor of Elizabeth

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION

METROPOLITAN TRANSPORTATION AUTHORITY

NEW JERSEY
DEPARTMENT OF TRANSPORTATION

NEW JERSEY TRANSIT

PORT AUTHORITY OF NEW YORK
AND NEW JERSEY

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

MAR 11 1994

February 28, 1994

Honorable Robert Menendez
United States House of Representatives
1531 Longworth House Office Building
Washington, DC 20515

Dear Representative Menendez:

On behalf of the BiState Transportation Forum, comprised of the chief executives of the transportation agencies in the New York-New Jersey Metropolitan area, we would like to express our appreciation for your strong leadership, particularly with regard to critical transportation issues and vital public works projects. The purpose of this joint letter is to call upon that leadership once again and to appeal to you and other members of Congress for your speedy approval of the upcoming legislation establishing a National Highway System (NHS).

We would also ask that the NHS approval be officially recognized not as an end in itself, but rather as a first step in the development of a fully integrated National Transportation System (NTS). As you know, Secretary Federico S. Pena, in his December 9, 1993 presentation of the recommended NHS, stressed the importance of integrating both highway and transit facilities into a multi-modal transportation network. Secretary Pena also stated that the U.S. Department of Transportation plans to conduct extensive public hearings. USDOT will work with state and local governments, metropolitan planning organizations, private industry and interested citizen groups to develop a comprehensive, multi-modal NTS and decide which systems and networks should be included.

It is our fervent hope that Congress will fully support and legitimize the Administration's plans and we would further suggest that Congress include a provision within the NHS legislation requiring the Secretary to submit his recommendations for the inclusion of multi-modal systems and networks by the end of the next Congress, for consideration in the reauthorization of ISTEA in 1997. We would like to work with you and your colleagues to identify the system and network to be included and secure the additional funds that will be needed in the future to complement the expanded needs of the NTS.

Honorable Robert Menendez

- 2 -

February 28, 1994

The BiState Forum meets on a periodic basis to discuss shared concerns and opportunities to enhance the region's mobility. We hope to continue our dialogue with you on this topic and as other important transportation issues arise.

Thank you for the opportunity to express our views on this important issue. We hope you will not hesitate to contact us should you require additional information.

Sincerely,

Original Signed by:

Stanley Brezenoff
Executive Director, PANY&NJ

Shirley DeLibero
Executive Director, NJT

John Egan
Commissioner, NYSDOT

Peter Stangl
Chairman, MTA

Kathy Stanwick
Acting Commissioner, NJDOT

Elliot Sander
Commissioner, NYCDOT

TESTIMONY OF REPRESENTATIVE DAVID E. SKAGGS
BEFORE THE HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION
SUBCOMMITTEE ON SURFACE TRANSPORTATION
ON AUTHORIZING PROJECTS UNDER THE INTERMODAL SURFACE
TRANSPORTATION EFFICIENCY ACT OF 1991

March 10, 1994

Mr. Chairman, members of the Subcommittee, thank you for this opportunity to express my support for three transportation projects of great importance to my constituents, and all of Colorado, that I believe should be included in your bill authorizing projects under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). In addition to my brief comments, I have attached materials, which I will describe below, from one of the agencies on whose behalf I've submitted a proposal.

First, I would like to address a project that I, and members of this Committee, have been working on for quite some time -- the 120th Avenue Improvements Project. The proposal, submitted by the Colorado Department of Transportation (CDOT), is for the construction of a new bridge over the South Platte River at 120th Avenue, in Adams County, Colorado. This project is essential to completing a principal arterial roadway linking the northern Denver metropolitan area to the new Denver International Airport. This new link across the South Platte River will reduce the distance local residents would have to travel to reach the new airport, thus reducing emissions that contribute to the area's serious air quality problem.

As you may remember, I had asked for this project to be included as a demonstration project when we originally considered ISTEA in 1991. Because of a drafting error, the funding was not included in the bill. It was, however, included in the ISTEA technical corrections bill passed in 1992 by the House. Unfortunately, the technical corrections bill was never passed by the Senate. I believe that this history is relevant to your current consideration and suggests this project is a particularly compelling candidate for ISTEA authorization at this time.

I would like to point out that CDOT has spent the last several weeks working with local governments to strengthen the request, and to ensure that it more closely fits in with the strategic planning of those communities. Included in the accompanying materials from CDOT is a revised proposal, incorporating the results of those meetings. I believe that these revisions are positive and should be considered in that light.

There is one aspect of the revised proposal that I believe I must draw attention to. Unfortunately, when the proposal was submitted originally on January 7, CDOT made a mathematical

error. In the original document, the total cost for the project is listed as being \$15.9 million. Although the cost for each component of the project is correct, that total is incorrect. The correct figure is \$18.9 million, of which \$18.4 million is being requested for authorization at this time (the first phase of the project, costing \$500,000, has already been completed). I regret that this error occurred. However, I believe that the overall merits of the proposal still warrant its inclusion in your bill.

The second project that I'd like to discuss is a proposal from Jefferson County, Colorado for the Denver West Parkway I-70 Interchange. Improvements to the bridge and interchange at the Denver West Parkway are badly needed to accommodate the increased flow of traffic due to expansion of the federal government's National Renewable Energy Laboratory and other commercial and residential growth in the area. Additionally, the project enjoys widespread local support -- including financing from both public and private sources. I've submitted this proposal along with Representative Dan Schaefer, and I hope that the Subcommittee will give this submission its fullest consideration.

Finally, I'd like to express my support for the Regional Transportation District's (RTD) proposal on the Southwest Corridor, which I submitted along with Representative Patricia Schroeder, and for which Representative Schaefer has also expressed support. RTD requests authorizing language to provide for preliminary engineering, design, and construction of a link between the region's major employment center and Denver's southwestern suburbs.

As you may be aware, Ken Hotard, RTD's executive director, will also be testifying on behalf of this request. While this project is not in my district, improved public transportation for the Denver metropolitan area would benefit all area residents, and I hope the Subcommittee will take that important fact into consideration.

Thank you for this opportunity to speak on behalf of these three important projects. I appreciate all of the work the members of this Subcommittee have done to improve public transportation in Colorado and around the nation, and I look forward to continuing to work with you on these projects.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011



February 14, 1994

Honorable Nick Rahall, II
Chairman, House Subcommittee on Surface Transportation
US Congress
Washington, DC 20515

Dear Representative Rahall:

The Colorado Department of Transportation respectfully submits a revised package of information which addresses the authorization criteria established by the Subcommittee on Surface Transportation for the 120th Avenue Improvements project.

The 120th Avenue Improvements project will serve as a vital transportation link for the northern communities and as a near-term access corridor to the Denver International Airport. Currently, the roadway exists as a four-lane facility west of the Platte River and as a two-lane facility east of the Platte River in Adams County. The proposal is a request of funds to design and construct the missing segment consisting of a bridge spanning the Platte River and approximately 1.8 miles of roadway to connect the existing roadways.

With the opening of Denver International Airport, the existing roadways in the northern Denver metropolitan communities will experience a sudden increase in use and subsequent more rapid deterioration. Many of the existing roadways traverse residential neighborhoods. In addition, the communities north of the Denver metropolitan area, which are experiencing rapid growth, will utilize northern access routes to the Denver International Airport. The necessary improvements to 120th Avenue will divert the traffic onto a facility in an area of greater mixed use, consisting of agricultural, residential and commercial segments.

The Colorado Department of Transportation and Adams County have attempted to respond in detail to each of the stated criteria. If, however, you should need any additional information on the 120th Avenue Improvements, please contact the Colorado Department of Transportation's Chief Engineer Bob Clevenger at (303) 757-9201. We appreciate your consideration of this project in the authorization process.

Sincerely,

DR. A. RAY CHAMBERLAIN
Executive Director

**120TH AVENUE IMPROVEMENTS
COLORADO DEPARTMENT OF TRANSPORTATION
AND
ADAMS COUNTY, COLORADO**

AUTHORIZATION CRITERIA

**submitted to
Honorable Nick Rahall, II, Chairman
House Subcommittee on Surface Transportation
U.S. House of Representatives**

**submitted by
Colorado Department of Transportation**

Revised March 1, 1994

SUMMARY

The Colorado Department of Transportation and the Adams County Board of County Commissioners are requesting the House Subcommittee on Surface Transportation to consider authorization for improvements to 120th Avenue. The improvements requested in this project description involve connecting an existing roadway on either side of the Platte River and providing the bridge structure to span the Platte River.

With the opening of the Denver International Airport, the existing roadways in the northern Denver metropolitan communities will experience a sudden increase in use and subsequently more rapid deterioration. The current alternative northern airport access route will impact residential areas along 104th Avenue. The necessary improvements to 120th Avenue will divert the traffic onto a facility in an area of greater mixed use, consisting of agricultural, residential and commercial segments.

The recommended authorization level for the project is \$21.4 million, which will be for final design, acquisition of right-of-way, and construction.

AUTHORIZATION CRITERIA

1. Qualified Recipient

The qualified recipient for the funding will be Adams County with the Colorado Department of Transportation receiving the funds from the federal government and appropriating the funds to Adams County.

2. Design, Scope, and Project Objectives

The design is a four lane principle arterial to close the gap on 120th Avenue from Quebec Street to US 85 (approximately 1.8 miles). The scope of work is to perform an environmental assessment of several alternatives, to perform final design on the preferred alternative, to acquire the right-of-way for the route and to prepare the bid package for construction, and to construct the roadway. The phases are as follows: Phase I (1993) environmental assessment and preliminary design; Phase II (1994) final design; Phase III (1995-1996) right-of-way and bid package; and Phase IV (1996-1998) construction.

The project objectives are to complete a significant northern access route to Denver International Airport, as well as reduce the vehicle miles travelled and improve transportation efficiency. A four lane facility in the area of 120th Avenue will operate more safely than the current two-lane 104th Avenue facility.

3. Project Eligibility for Federal-Aid Funds

The project is eligible for federal funding.

4. Project Costs and Source of Funds

Should it be determined that matching funds are necessary, Adams County and/or CDOT

plan to provide matching funds to the project, as well as submit the project for consideration by the MPO in the TIP for FY 1996. This project will be the sole submission for the TIP by Adams County, thus its only priority.

<u>Phase</u>	<u>Cost</u>	<u>Source of Funds</u>
I(complete draft)	\$500,000	Adams County Highway Trust Fund revenues
II	900,000	To be submitted to the TIP
III	4,000,000	To be submitted to the TIP
IV	16,000,000	To be submitted to the TIP
TOTAL	\$21,400,000	
Federal	\$16,600,000	
Matching	4,800,000	

5. Private Sector Participation

At this time, there is no private sector participation in the project. However, this corridor will link with the E-470 Tollway and will serve as a major traffic generator for the Tollway. The E-470 Public Highway Authority has provided a letter of support for this project (attached).

6. Completion Cost

Adams County will submit the project to the MPO TIP in the normal ISTEA process for any costs which are not secured in this authorization.

7. Preliminary Engineering and Environmental Assessment

The preliminary engineering and draft environmental assessment for the project are going through the public review and comment period as required by Phase 1.

8. Proposed Schedule

Phase I of the project will be completed once the public review and comment process is finalized. Adams County is currently requesting funding through the normal ISTEA process for design and construction to be appropriated in the 1995-1997 funding cycle.

9. Transportation Improvement Plan and Statewide Improvement Plan

The funding for the improvements to 120th Avenue have been requested to be included in the Denver Regional Council of Governments (DRCOG) Transportation Improvement Program for FY 1996. The project has been included on the DRCOG 2015 Interim Regional Plan for 1996. Adams County and the Colorado Department of Transportation will provide the matching funds for the project if full federal funding is not provided.

10. Project Criticality

This project is considered critical for improved transportation mobility in the northern communities. For the past year, the Colorado Department of Transportation and DRCOG have authorized a committee to examine access issues related to the Denver International

Airport (DIA), located northeast of the Central Business District. DIA is scheduled to open in March 1994, and at the time of opening, two-lane roads through residential neighborhoods will serve as access for the northern communities. The completion of the bridge over the Platte River will provide a critical link toward improved access to the DIA. This project will not provide a four-lane roadway access to DIA. Approximately 10 miles will be two-lane.

11. ISTEA Funding Process

Through the normal ISTEA funding process, this project will be submitted for consideration to be included in the TIP for 1996. If funding is secured in 1996, this will be two years after the Denver International Airport opens and will require another three years to construct the project. The impact to the residential communities over the period of five years will be substantial and detrimental to the communities.

12. Project Opposition

At this time, Adams County does not anticipate any opposition or obstacles to completing the project in a timely fashion. Adams County has involved a variety of interested parties in the public participation process, is working to address concerns, and up to this point has received support. This project will provide an alternative route to accessing the airport for northern communities, which is substantially shorter in time and length than the current route.

13. Attaining Project Objectives

The primary objective of the project is to connect the existing roadway on either side of the Platte River. To accomplish this objective, it is necessary to construct a bridge structure over the Platte River and the necessary 1.8 miles of roadway leading from the existing roadways to the bridge.

14. Economic, Energy Efficiency, Environmental, Congestion Mitigation and Safety Effects

In general, this project is anticipated to reduce the vehicle miles travelled in the region by allowing the vehicles to cross the Platte River at 120th Avenue rather than diverting north by 5 miles to State Highway 7 and then south again 5 miles to 120th Avenue. It will provide regional access to the Denver International Airport. With the connection in place, the corridor is anticipated to not operate above capacity thus eliminating the current congestion and reducing the energy consumption. All the environmental impacts will be addressed in the environmental assessment and will be mitigated during the remaining four phases of the project.

15. Other Infrastructure Investments

The regional plans include upgrading the existing roadways to principle arterial standards in conjunction with the improvements detailed in this project criteria. The Department of Transportation has programmed \$4.8 million in funding for improvements to the I-76 and 120th Interchange within the 120th corridor. Future funding for upgrades within the corridor will be pursued through normal ISTEA funding mechanisms.

16. Other Strategies Considered

The Adams County Commissioners have considered improvements to two other corridors in the area rather than completing 120th Avenue. However, both of these corridors have serious negative consequences.

The first corridor is 104th Avenue, which runs parallel to 120th Avenue. Adams County and CDOT, in cooperation with other local jurisdictions, improved the roadway by undertaking minor widening and providing shoulders to the two-lane facility. Unfortunately, the existing facility connects numerous residential communities and in order to upgrade the facility to a principle arterial four lane road, many of the homes in the communities would need to be demolished and the families relocated. The second parallel facility, State Highway 7, is located 5 miles north of the existing 120th Avenue roadways and will significantly increase the vehicle miles travelled by motorists. The Denver Metropolitan area is considered an non-attainment area for fine particulate matter (PM-10) and Carbon Monoxide (CO) and any measures that could reduce the number of vehicle miles travelled are encouraged.

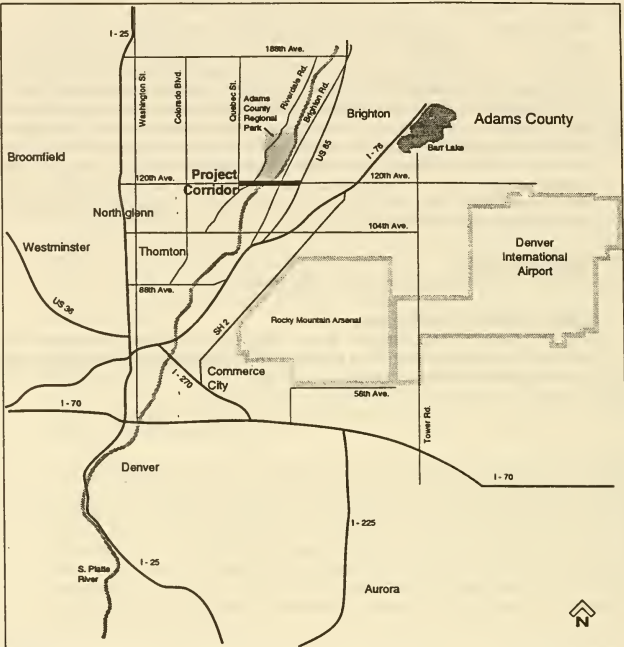
17. Authorization Status

This is the first authorization request for this project.

18. Support of General Fund Revenues

With the support of Representative Skaggs, the parties submitting this proposal are interested in accepting General Fund monies if Trust Fund monies are not available and the funding would be deficit neutral.

URS Consultants, Inc. Dames & Moore Balloffet & Associates, Inc.

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BALLOFFET and Associates

120th Avenue Extension

Vicinity Map





A D A M S C O U N T Y , C O L O R A D O

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(303) 287-5249

COMMERCE CITY, COLORADO 80022-1551
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December 28, 1993

Representative Nick Rahall, II
US Congress
Washington, DC

Dear Representative Rahall,

In response to the House Committee on Public Works and Transportation, Subcommittee on Surface Transportation requests for projects in need of authorization, the Colorado Department of Transportation is submitting a request for improvements to 120th Avenue in Adams County. The Adams County Board of Commissioners strongly supports this project request.

The 120th Avenue improvements will complete a missing link to the transportation network in the area. In addition, it will provide a near-term northern access to the Denver International Airport. Currently, the Denver International Airport has only limited access for the northern communities, which must rely upon a single two-lane road crossing a residential area which has received modest upgrades in the last few months. The 120th Avenue improvements will divert the traffic from the residential area onto a four-lane road in a commercial district.

The 120th Avenue improvements have been included in the Denver Regional Council of Governments Transportation Improvement Plan for FY 1996 and the Colorado Statewide Improvement Plan for FY 1999. In order to move the project along, the Adams County Board of Commissioners has utilized funds from the County's share of Highway Users Tax Fund to undertake the preliminary engineering design and environmental assessment requirements for the missing link portion of this project.

Adams County is predicting a sudden economic growth and dramatic transportation needs in the area once the Denver International Airport opens. The improvements to 120th Avenue will alleviate the predicted congestion and will reduce the rate of deterioration of the existing roadways. It is crucial to the residents in the surrounding area that the Subcommittee view this project favorably and accelerate the funding for this project.

Thank you for your attention to this matter. The Board looks forward to a favorable response to this matter.

Sincerely,

Adams County Board of County Commissioners

BOARD OF COUNTY
COMMISSIONERS:

ELAINE T. VALENTE
DISTRICT 1

GUILLERMO A. DEHERRERA
DISTRICT 2

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DISTRICT 3

PEOPLE, PRIDE AND PROGRESS

E-470

Adams County, Arapahoe County, Douglas County, Cities of Aurora, Brighton, Thornton, and the Town of Parker, Colorado

December 29, 1993

The Honorable Nick J. Rahall, II
 Chairman
 Subcommittee on Surface Transportation
 United States House of Representatives

Dear Congressman Rahall:

The E-470 Public Highway Authority is a cooperative governmental unit in Colorado whose membership is three counties and four cities and towns. One other city has also applied for membership.

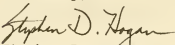
The legislative charge of the Authority is to build a tolled beltway east of Denver, from I-25 south of the metropolitan area to I-25 north. Five and one-half of the planned forty eight miles have been constructed and are in operation. Current efforts relate to private sector approval of a financing package to allow for 1994 construction of the next thirty six miles. The northern terminus of this next component will be a currently two lane 120th Avenue.

As you may know, modern private sector financing requirements for start-up toll road projects mandate a great deal of analysis on traffic patterns. Our analysis has taken into consideration the need for improvement of 120th Avenue, not only to possibly serve as a "feeder" to E-470, but to also help serve both the new Denver International Airport and help to provide economic development opportunities to the northeastern sector of metropolitan Denver.

The Authority believes inclusion of 120th Avenue improvement as a Demonstration Project will provide an opportunity for private sector development cooperation, and strongly endorses the effort. The Authority also believes 120th Avenue improvement will help to provide short term solutions to traffic problems in an area which is currently both suburban and rural.

That area will soon be more heavily traveled regardless of any change to 120th Avenue, due to airport traffic, and development pressures. More travel will inevitably lead to new development patterns, which creates other demands. An improved 120th Avenue would help control traffic patterns, and provide an opportunity to assist community and transportation planners and the private development community. The E-470 Public Highway Authority urges your support for 120th Avenue as a Demonstration Project.

Sincerely,


 Stephen D. Hogan
 Executive Director

cc: Board of Directors

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